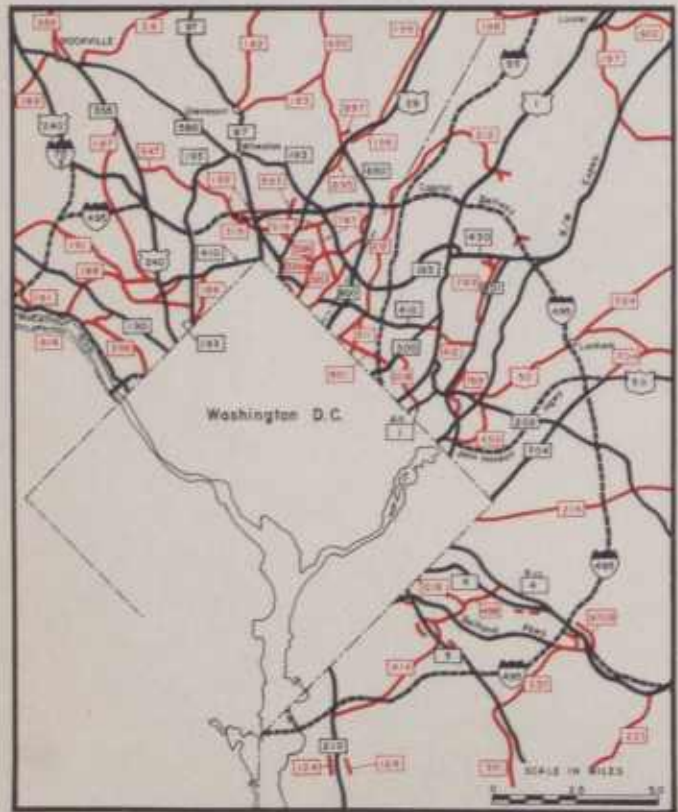


- LEGEND**
- Existing Interstate and Primary Highway
 - Recommended Interstate and Primary Highway
 - Secondary Highway

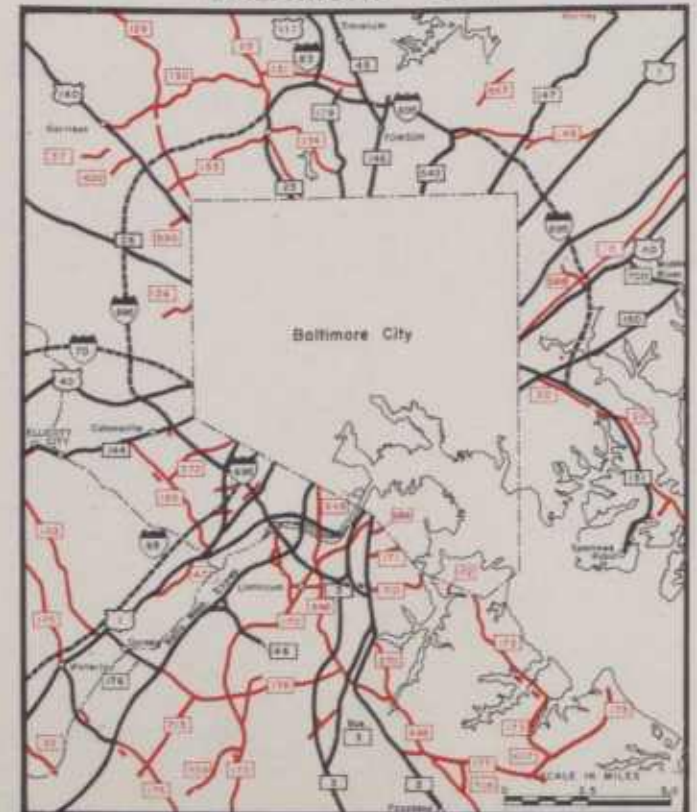
MARYLAND STATE ROADS COMMISSION

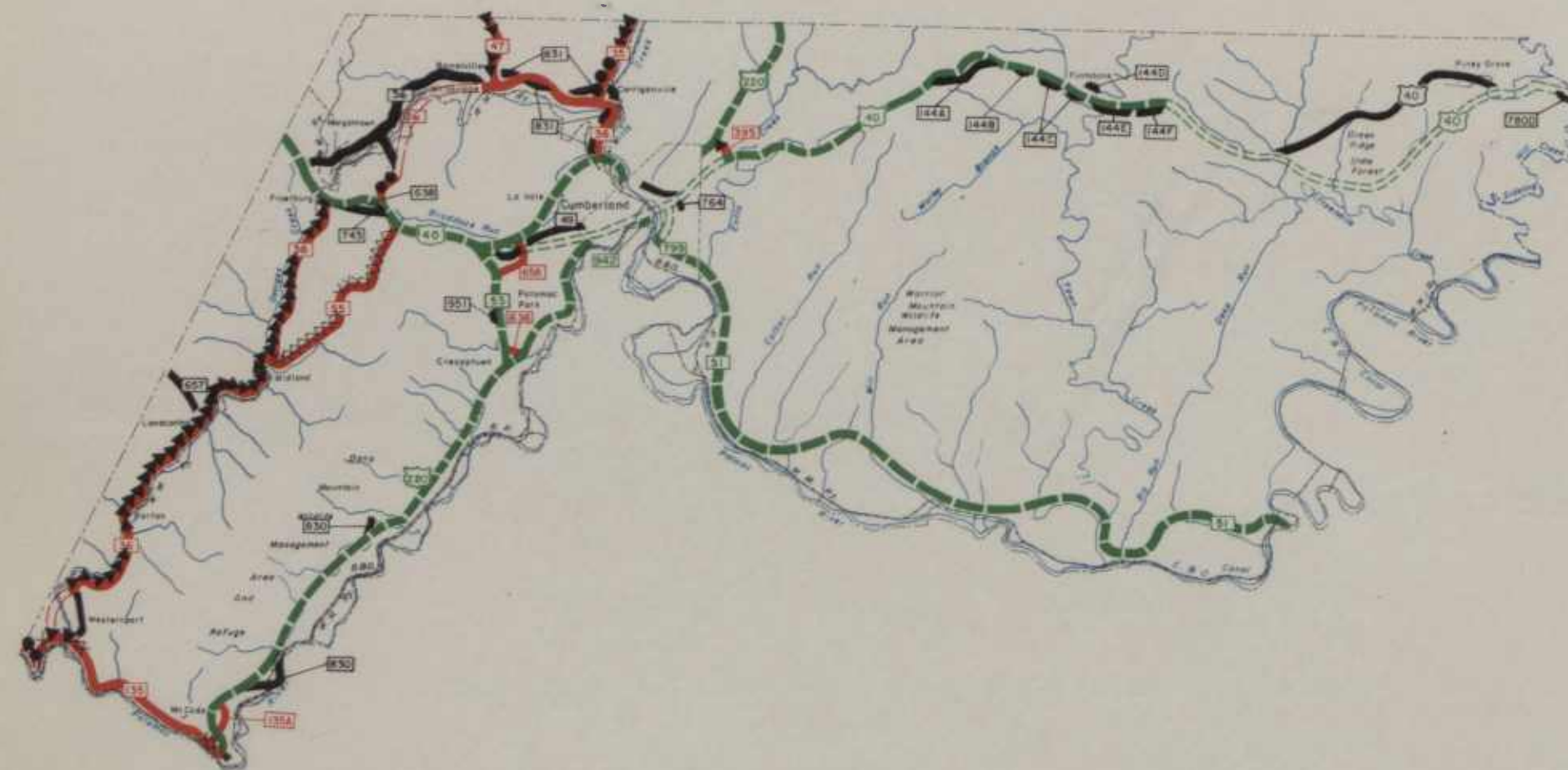
EXISTING AND PROGRAMMED
INTERSTATE AND PRIMARY HIGHWAY SYSTEM
AND
EXISTING SECONDARY HIGHWAY SYSTEM

WASHINGTON D.C.



BALTIMORE CITY





LEGEND

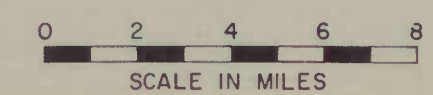
ROADWAY SYSTEMS

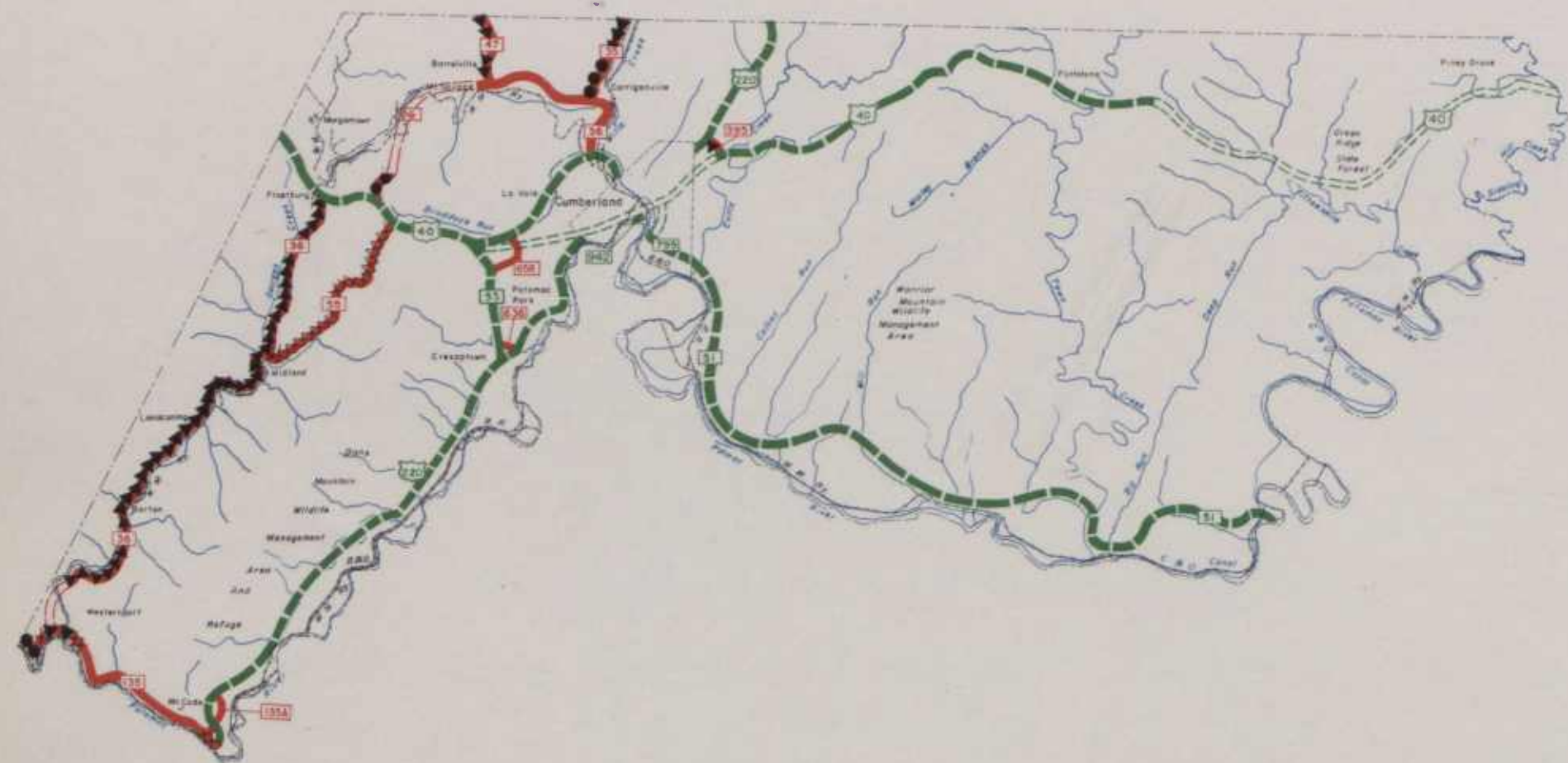
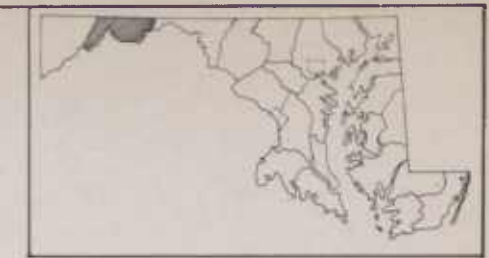
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways
- State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
ALLEGANY COUNTY
Recommended Improvements to State Secondary Highway System
and
Roads Recommended for Transfer from
State Secondary Highway System to Allegheny County





LEGEND

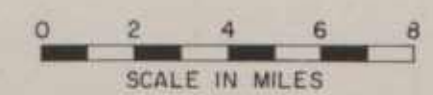
ROADWAY SYSTEMS

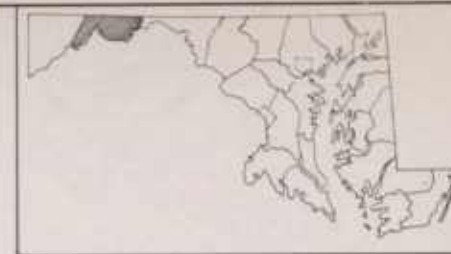
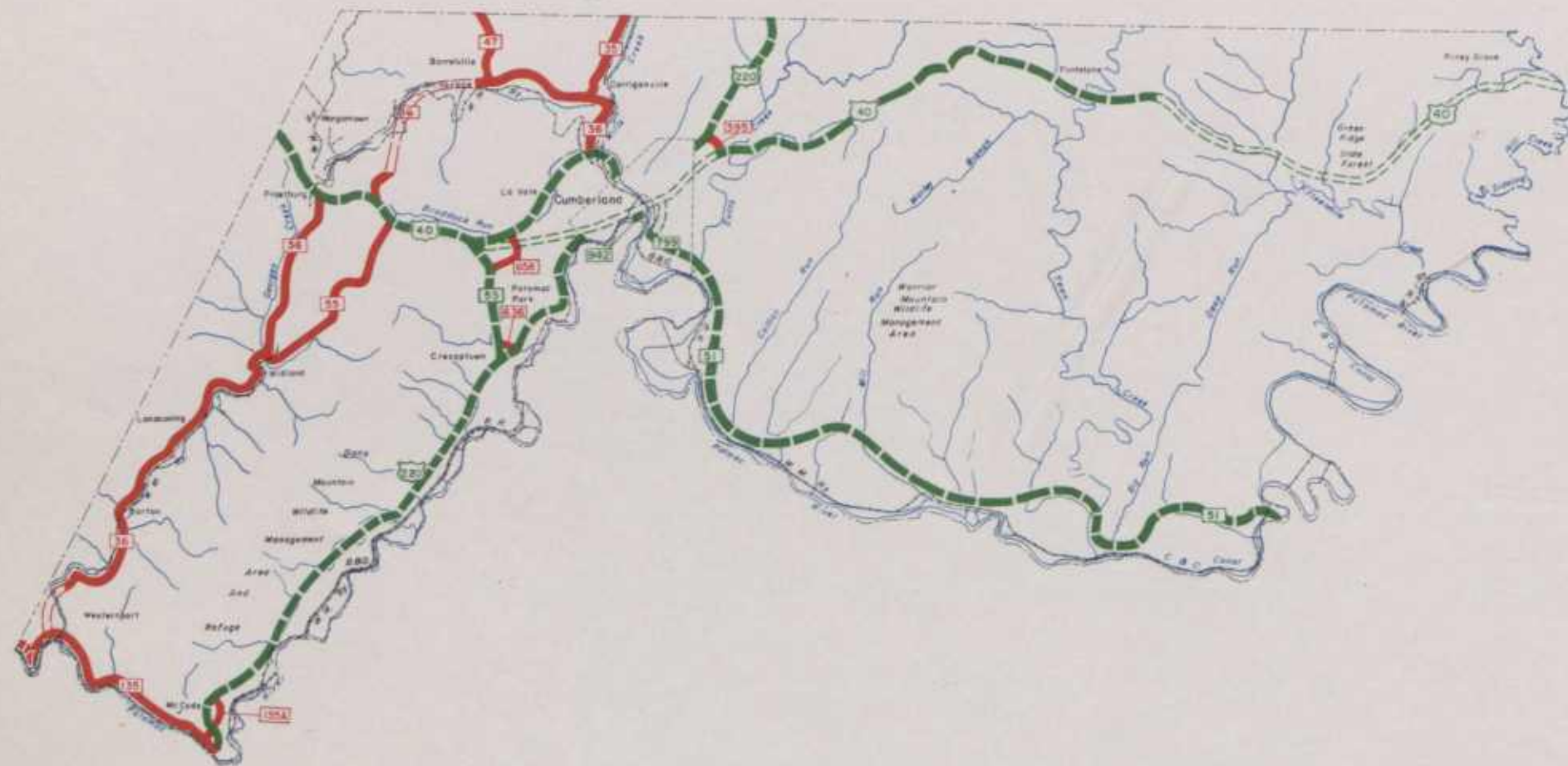
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
ALLEGANY COUNTY
Recommended Improvements to State Secondary Highway System



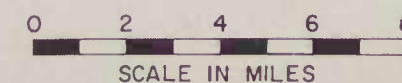


LEGEND

ROADWAY SYSTEMS

- Interstate Highway System - Existing & Under Construction
- - - - Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- - - - Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- - - - County Roads Recommended for Transfer to the State Secondary Highway System
- - - - Recommended New Secondary Highways

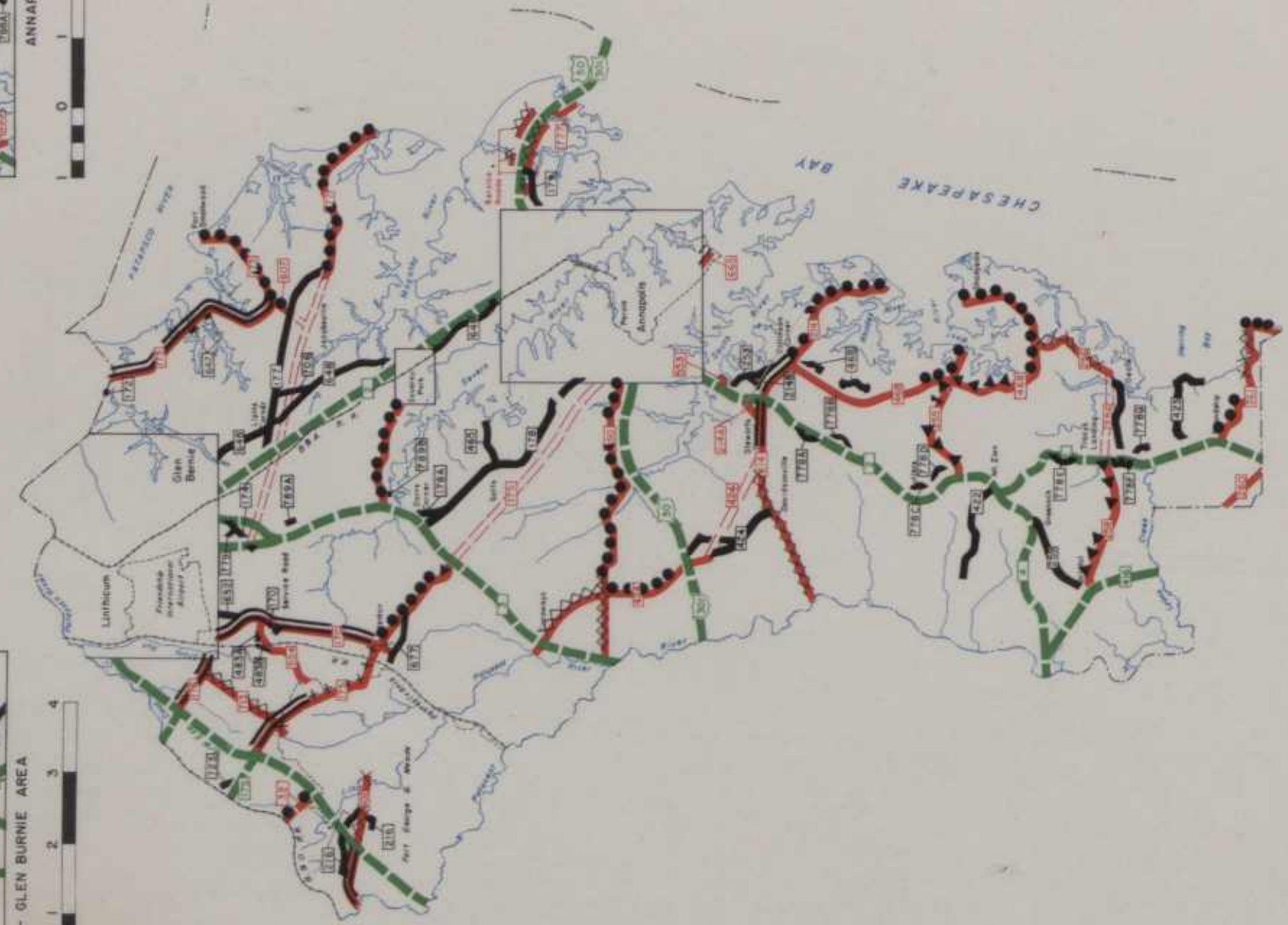
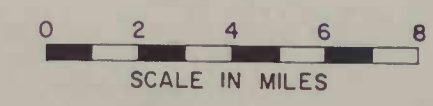
INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN ALLEGANY COUNTY





- LEGEND**
- ROADWAY SYSTEMS**
- Interstate Highway System—Existing & Under Construction
 - Programmed Interstate Highway System (1961–1975)
 - Primary Highway System—Existing & Under Construction
 - Programmed Primary Highway System (1961–1965)
 - Secondary Highway System
 - County Roads Recommended for Transfer to the State Secondary Highway System
 - Recommended New Secondary Highways
 - State Highways Recommended for Transfer to County
- SECONDARY ROADWAY IMPROVEMENTS (1961–1975)**
- Divided Reconstruction
 - Divided Modernization
 - Multi-lane Undivided Reconstruction
 - Multi-lane Undivided Modernization
 - Two Lane Reconstruction
 - Two Lane Modernization
 - Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
ANNE ARUNDEL COUNTY
Recommended Improvements to State Secondary Highway System
and
Roads Recommended for Transfer from
State Secondary Highway System to Anne Arundel County





LEGEND

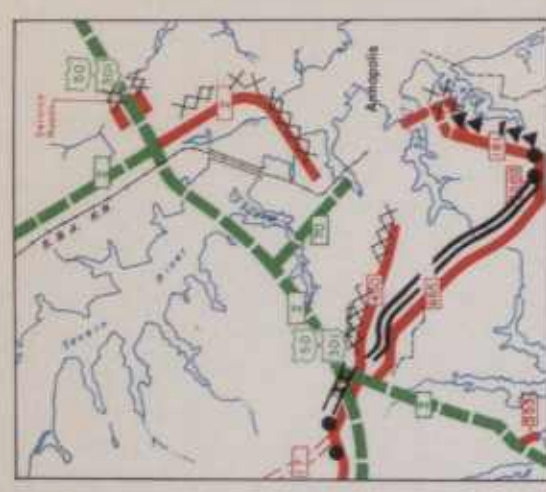
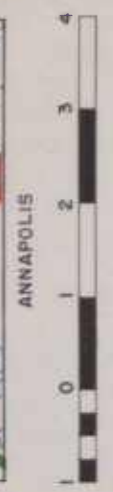
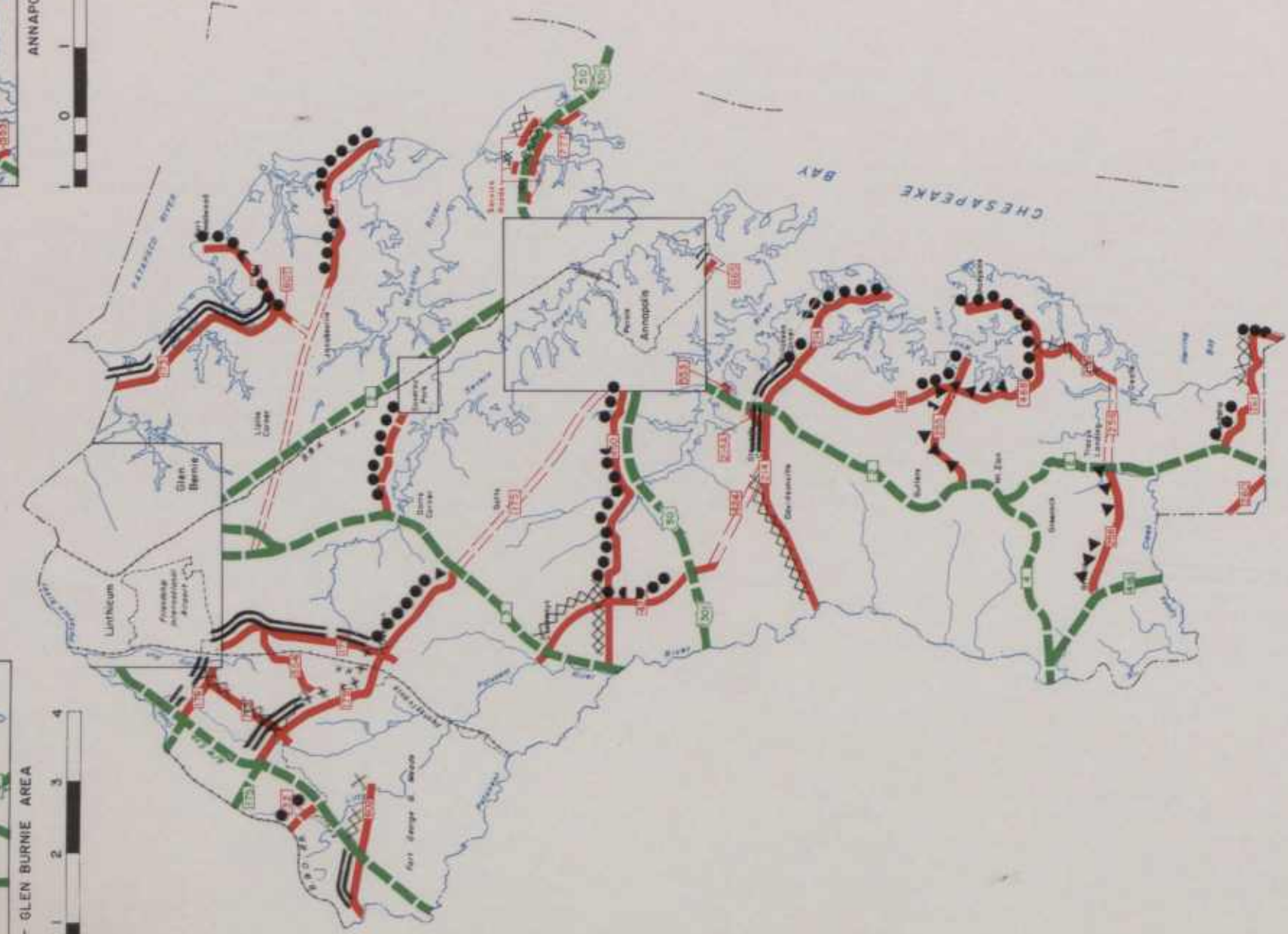
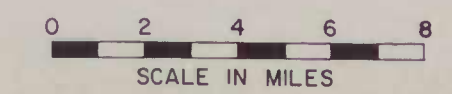
ROADWAY SYSTEMS

- Interstate Highway System—Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System—Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
ANNE ARUNDEL COUNTY
Recommended Improvements to State Secondary Highway System





LEGEND

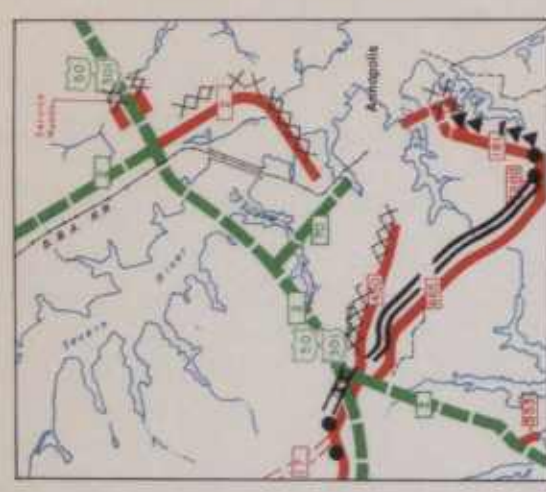
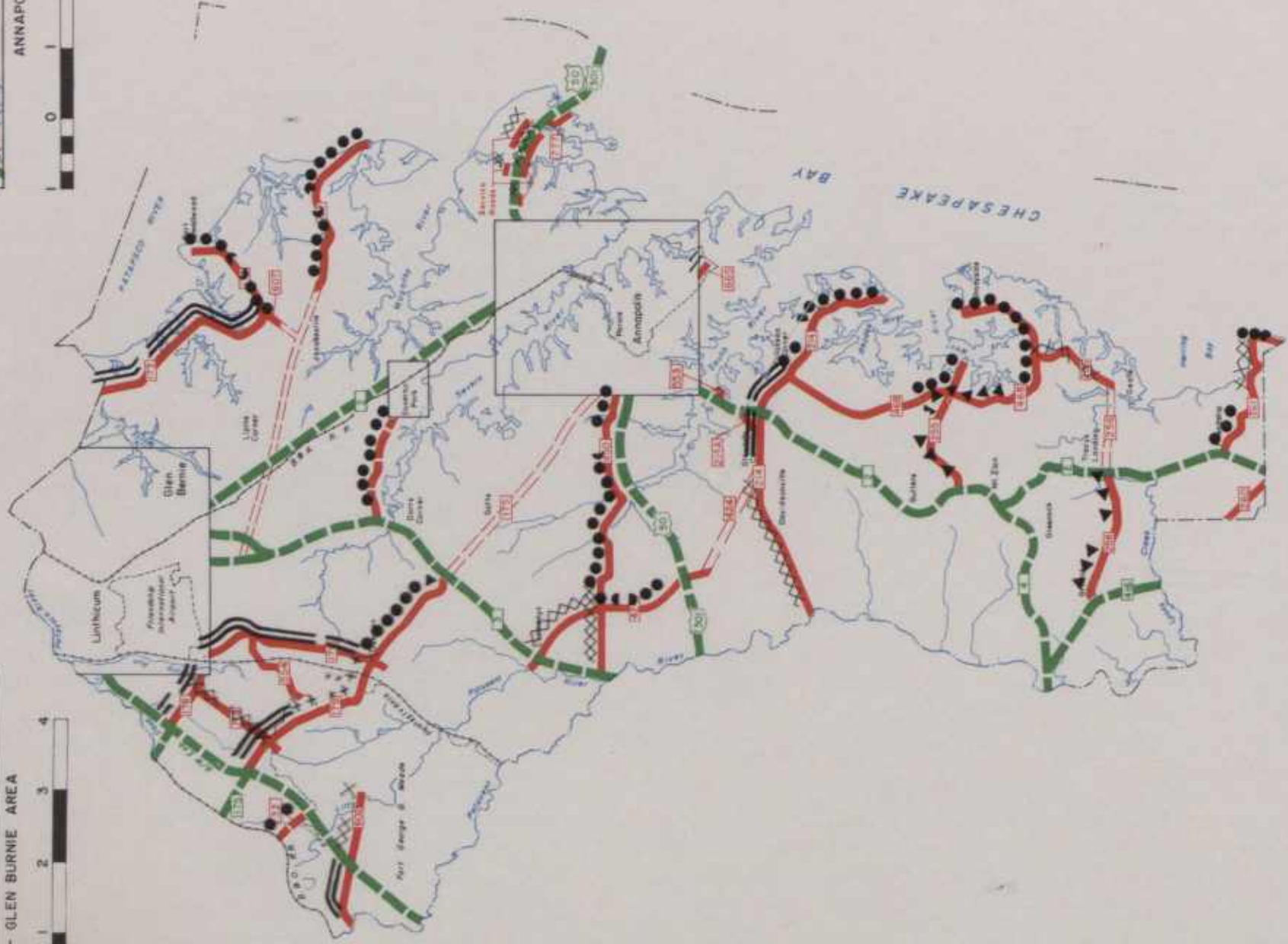
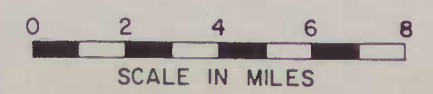
ROADWAY SYSTEMS

- Interstate Highway System—Existing & Under Construction
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- Primary Highway System—Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
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- Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
ANNE ARUNDEL COUNTY
Recommended Improvements to State Secondary Highway System



SEVERNA PARK



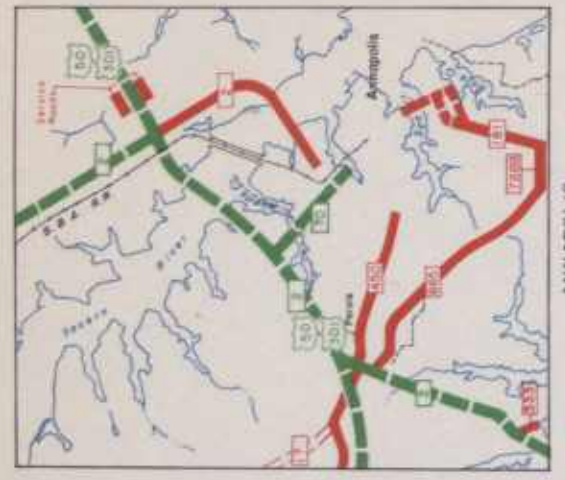
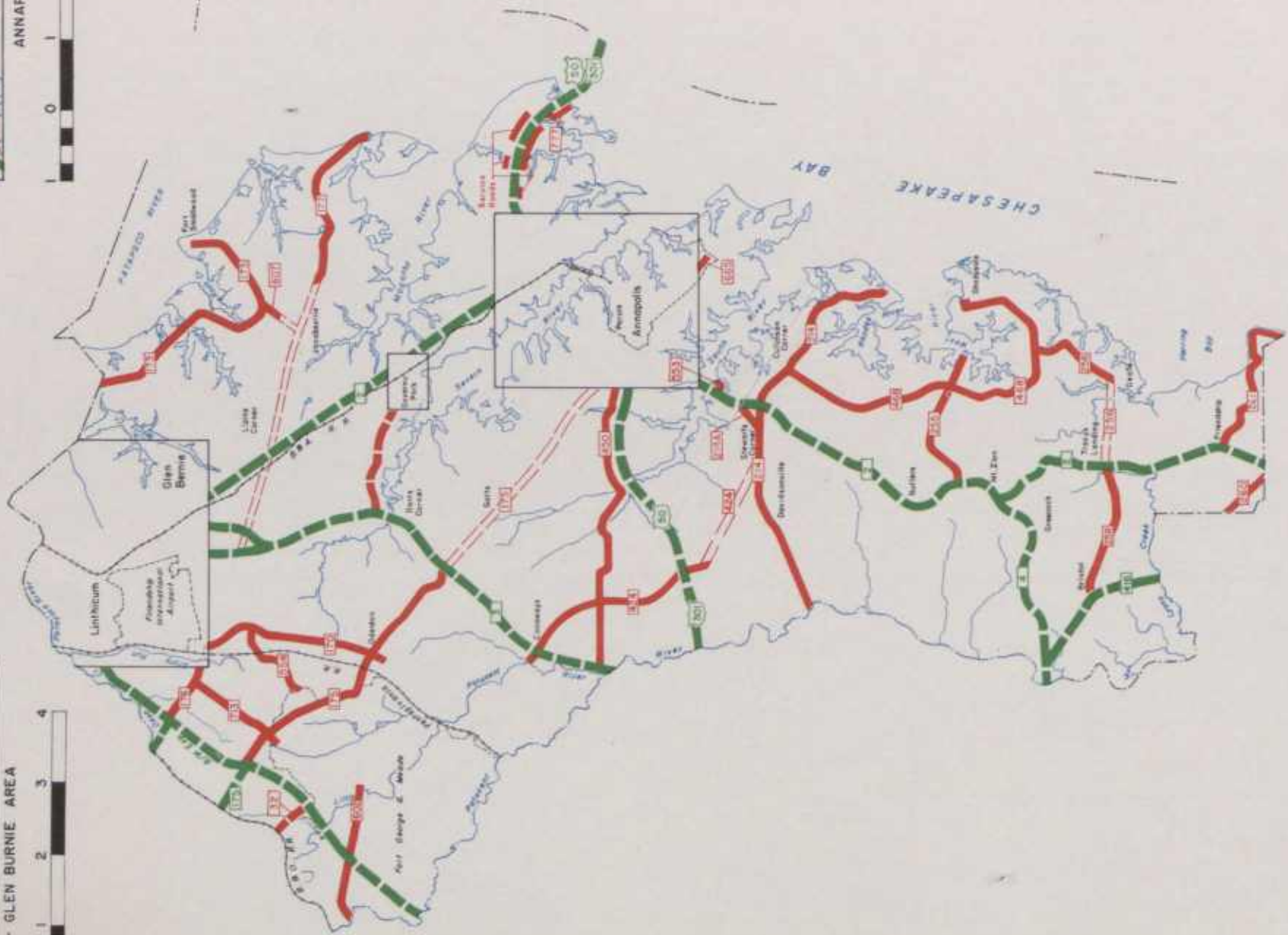
LINTHICUM - GLEN BURNIE AREA



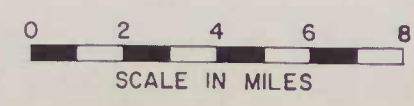
LEGEND

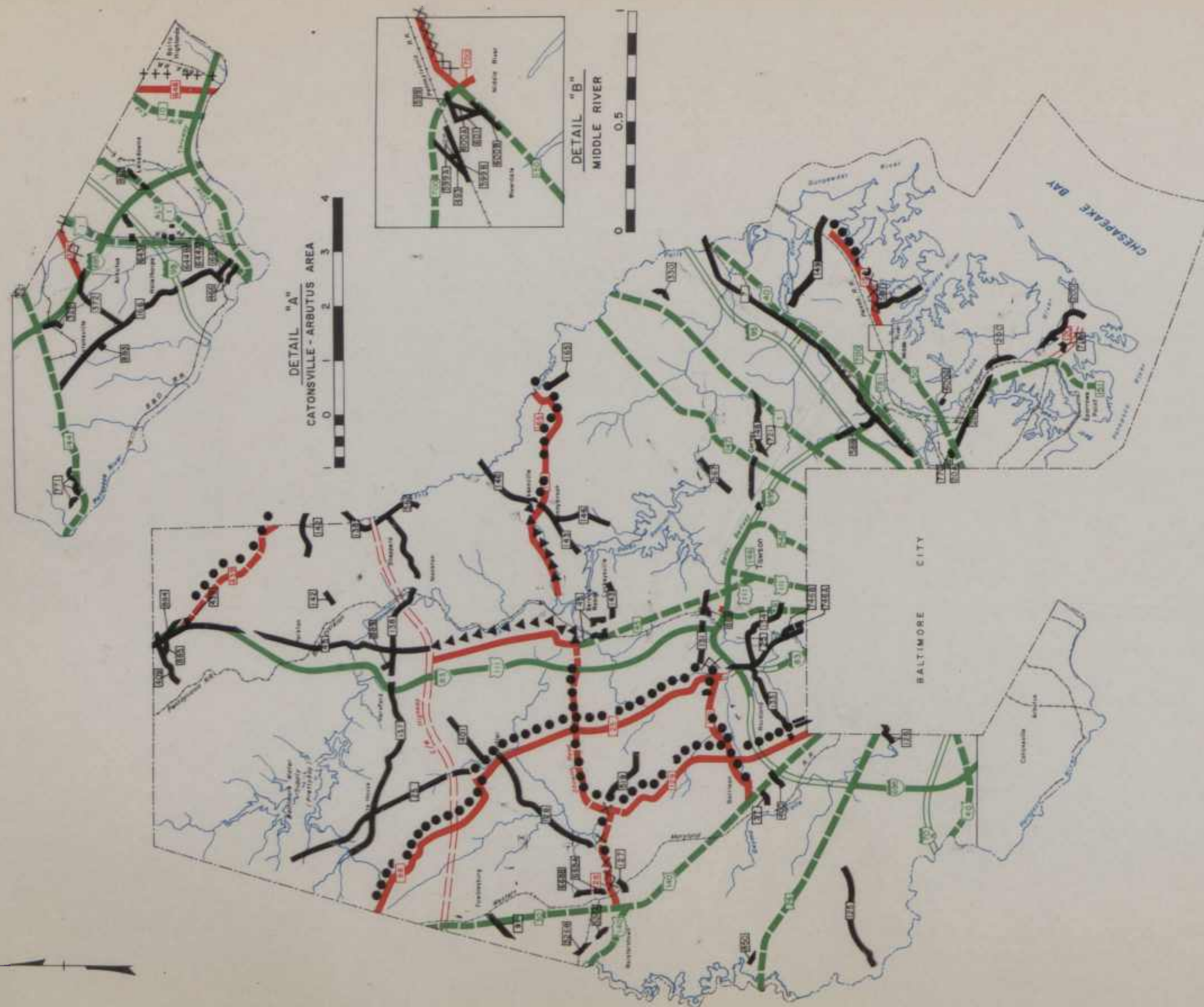
ROADWAY SYSTEMS

- Interstate Highway System—Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System—Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways



INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
ANNE ARUNDEL COUNTY

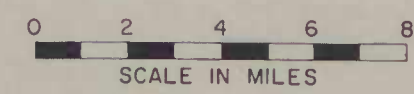


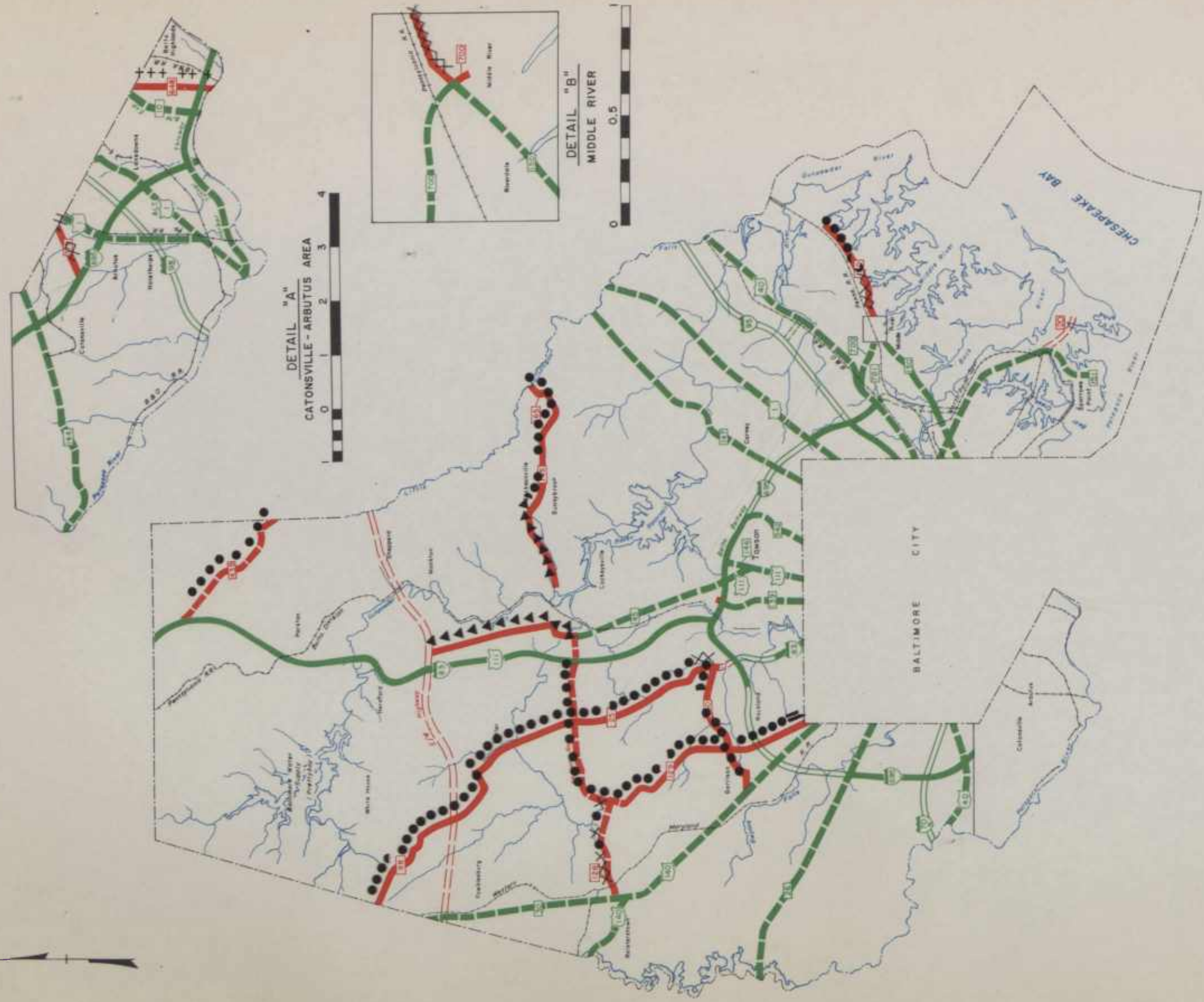
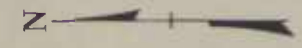


- LEGEND**
- ROADWAY SYSTEMS**
- Interstate Highway System—Existing & Under Construction
 - Programmed Interstate Highway System (1961-1975)
 - Primary Highway System—Existing & Under Construction
 - Programmed Primary Highway System (1961-1965)
 - Secondary Highway System
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 - Recommended New Secondary Highways
 - State Highways Recommended for Transfer to County
- SECONDARY ROADWAY IMPROVEMENTS (1961-1975)**
- Divided Reconstruction
 - Divided Modernization
 - Multi-lane Undivided Reconstruction
 - Multi-lane Undivided Modernization
 - Two Lane Reconstruction
 - Two Lane Modernization
 - Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
BALTIMORE COUNTY
Recommended Improvements to State Secondary Highway System

and
Roads Recommended for Transfer from
State Secondary Highway System to Baltimore County





DETAIL "A"
CATONSVILLE - ARBUTUS AREA

DETAIL "B"
MIDDLE RIVER



LEGEND

ROADWAY SYSTEMS

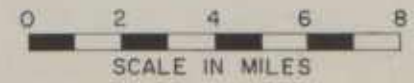
- Interstate Highway System—Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System—Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN BALTIMORE COUNTY

Recommended Improvements to State Secondary Highway System

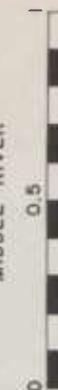




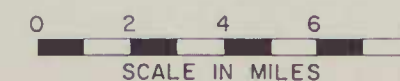
DETAIL "A"
CATONSVILLE - ARBUTUS AREA



DETAIL "B"
MIDDLE RIVER



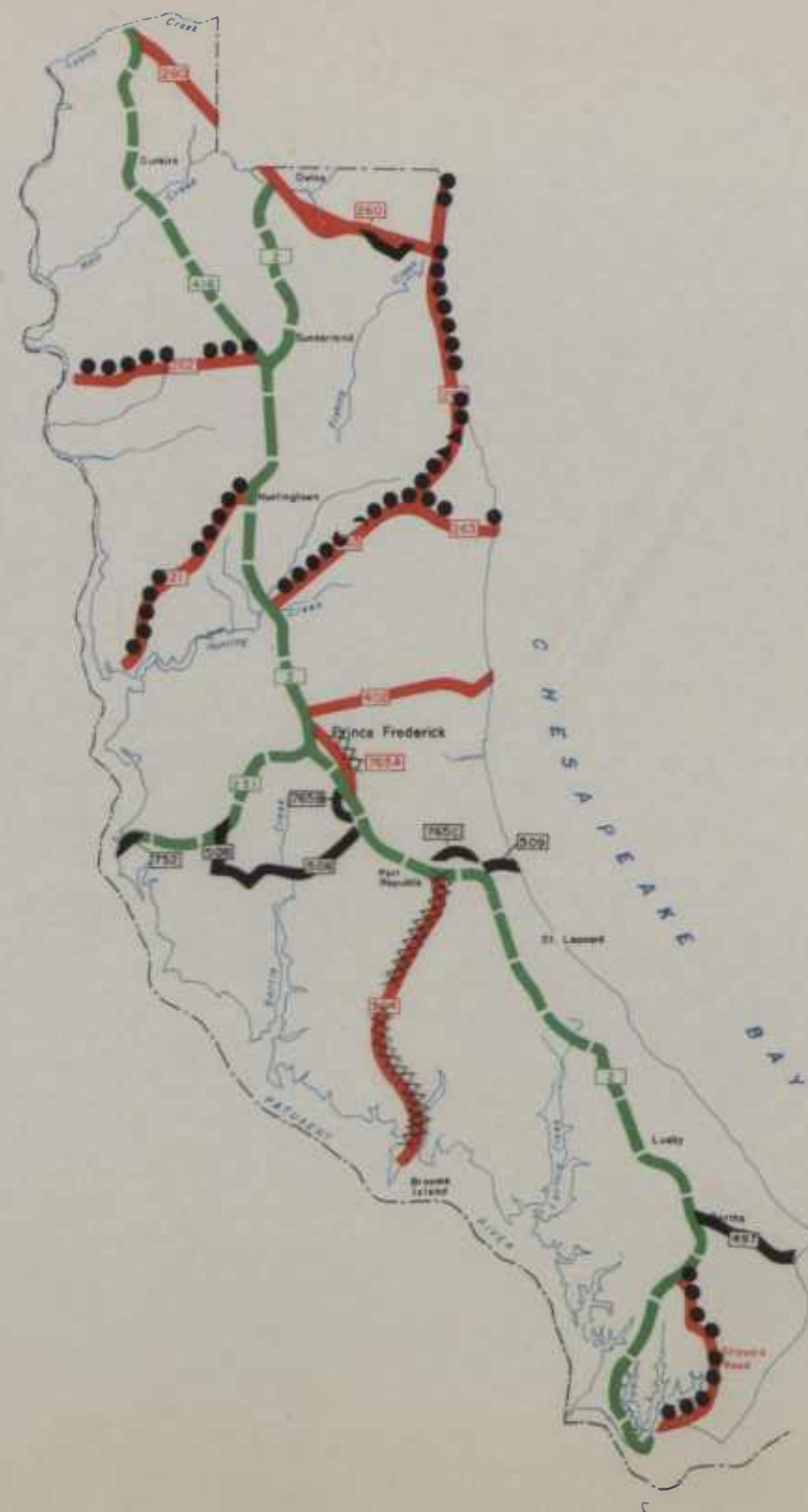
INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
BALTIMORE COUNTY



LEGEND

ROADWAY SYSTEMS

- Interstate Highway System—Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System—Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways



LEGEND

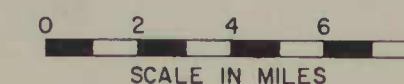
ROADWAY SYSTEMS

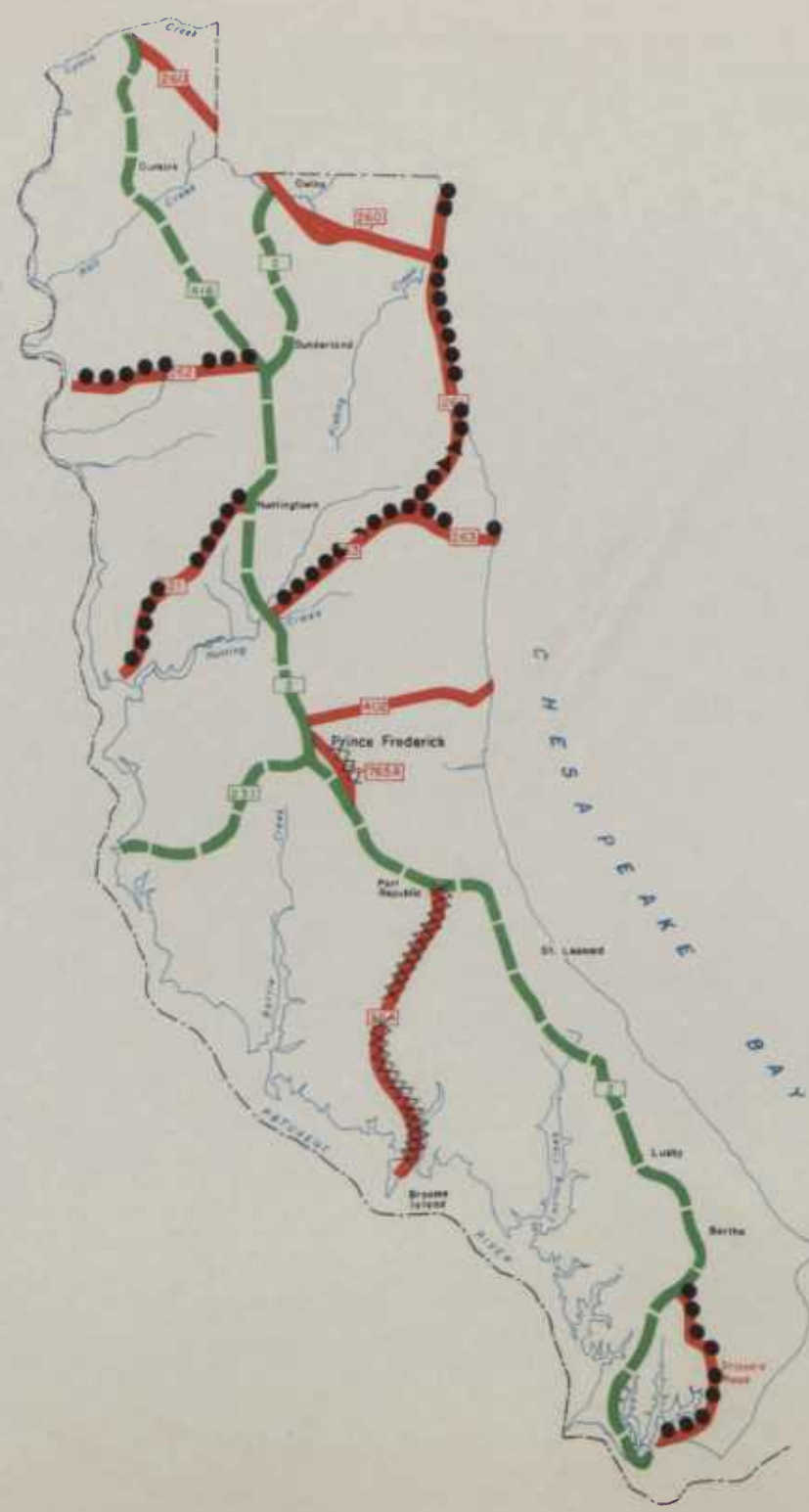
- Interstate Highway System — Existing & Under Construction
- - - - - Programmed Interstate Highway System (1961-1975)
- - - - - Primary Highway System — Existing & Under Construction
- - - - - Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- - - - - County Roads Recommended for Transfer to the State Secondary Highway System
- - - - - Recommended New Secondary Highways
- State Highway Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- = = = = = Divided Reconstruction
- ■ ■ ■ ■ Divided Modernization
- x x x x x Multi-lane Undivided Reconstruction
- + + + + + Multi-lane Undivided Modernization
- ◀ ◀ ◀ ◀ Two Lane Reconstruction
- ● ● ● ● Two Lane Modernization
- x x x x x Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
CALVERT COUNTY
Recommended Improvements to State Secondary Highway System
and
Roads Recommended for Transfer from
State Secondary Highway System to Calvert County





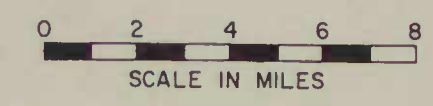
LEGEND

- ROADWAY SYSTEMS**
- Interstate Highway System — Existing & Under Construction
 - - - - - Programmed Interstate Highway System (1961-1975)
 - - - - - Primary Highway System — Existing & Under Construction
 - - - - - Programmed Primary Highway System (1961-1965)
 - Secondary Highway System
 - - - - - County Roads Recommended for Transfer to the State Secondary Highway System
 - - - - - Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- - - - - Divided Modernization
- x x x x x Multi-lane Undivided Reconstruction
- + + + + + Multi-lane Undivided Modernization
- < < < < Two Lane Reconstruction
- ● ● ● ● Two Lane Modernization
- x x x x x Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN **CALVERT COUNTY** Recommended Improvements to State Secondary Highway System



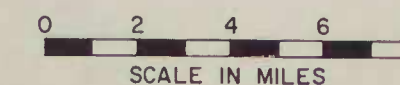


LEGEND

ROADWAY SYSTEMS

- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways








INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN CALVERT COUNTY





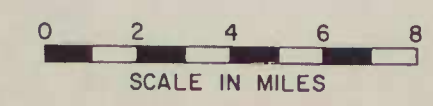
LEGEND

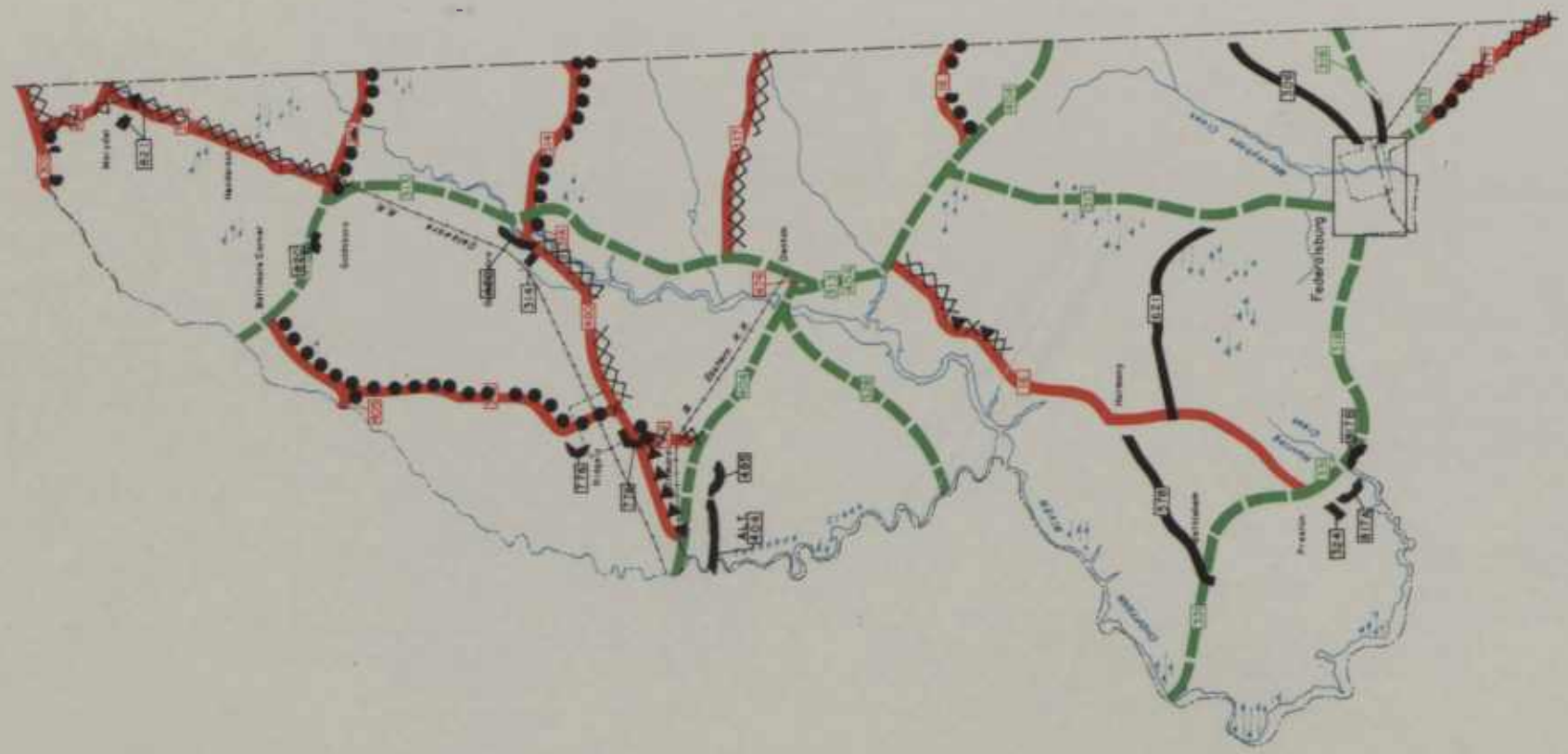
ROADWAY SYSTEMS

-  Interstate Highway System - Existing & Under Construction
-  Programmed Interstate Highway System (1961-1975)
-  Primary Highway System - Existing & Under Construction
-  Programmed Primary Highway System (1961-1965)
-  Secondary Highway System
-  County Roads Recommended for Transfer to the State Secondary Highway System
-  Recommended New Secondary Highways



INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
CALVERT COUNTY





LEGEND

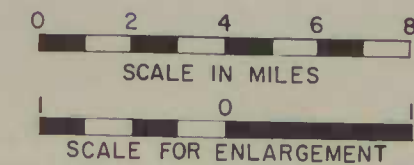
ROADWAY SYSTEMS

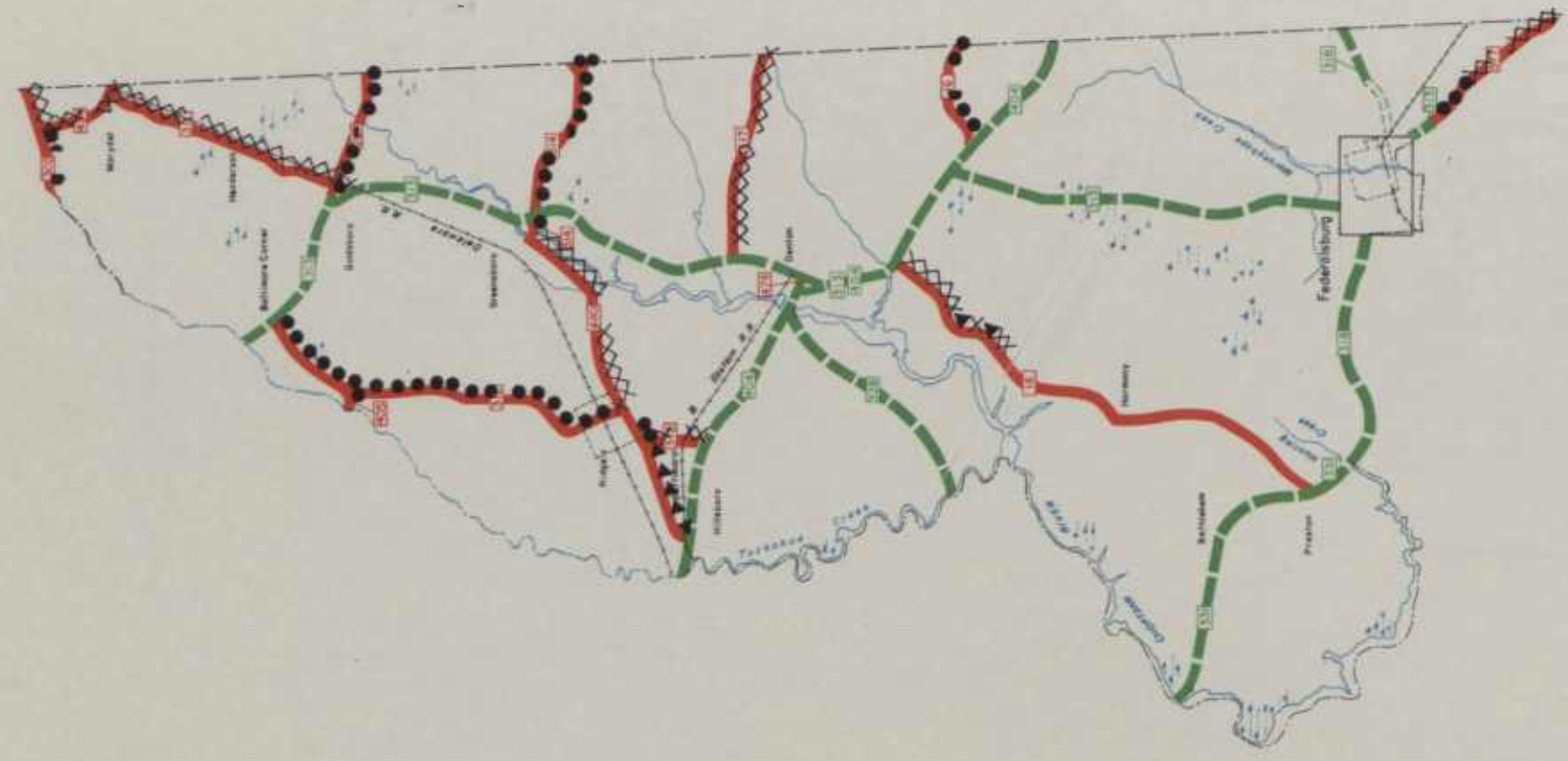
- Interstate Highway System - Existing & Under Construction
- - - - Programmed Interstate Highway System (1961-1975)
- - - - Primary Highway System - Existing & Under Construction
- - - - Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- - - - County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways
- State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- = = = = Divided Reconstruction
- ■ ■ ■ Divided Modernization
- x x x x Multi-lane Undivided Reconstruction
- + + + + Multi-lane Undivided Modernization
- ◀ ◀ ◀ ◀ Two Lane Reconstruction
- ● ● ● Two Lane Modernization
- x x x x x x Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
CAROLINE COUNTY
Recommended Improvements to State Secondary Highway System
and
Roads Recommended for Transfer from
State Secondary Highway System to Caroline County





LEGEND

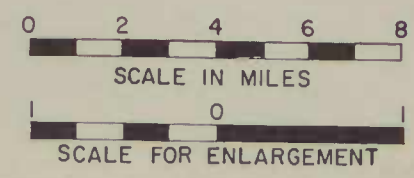
ROADWAY SYSTEMS

- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only








INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
CAROLINE COUNTY
Recommended Improvements to State Secondary Highway System

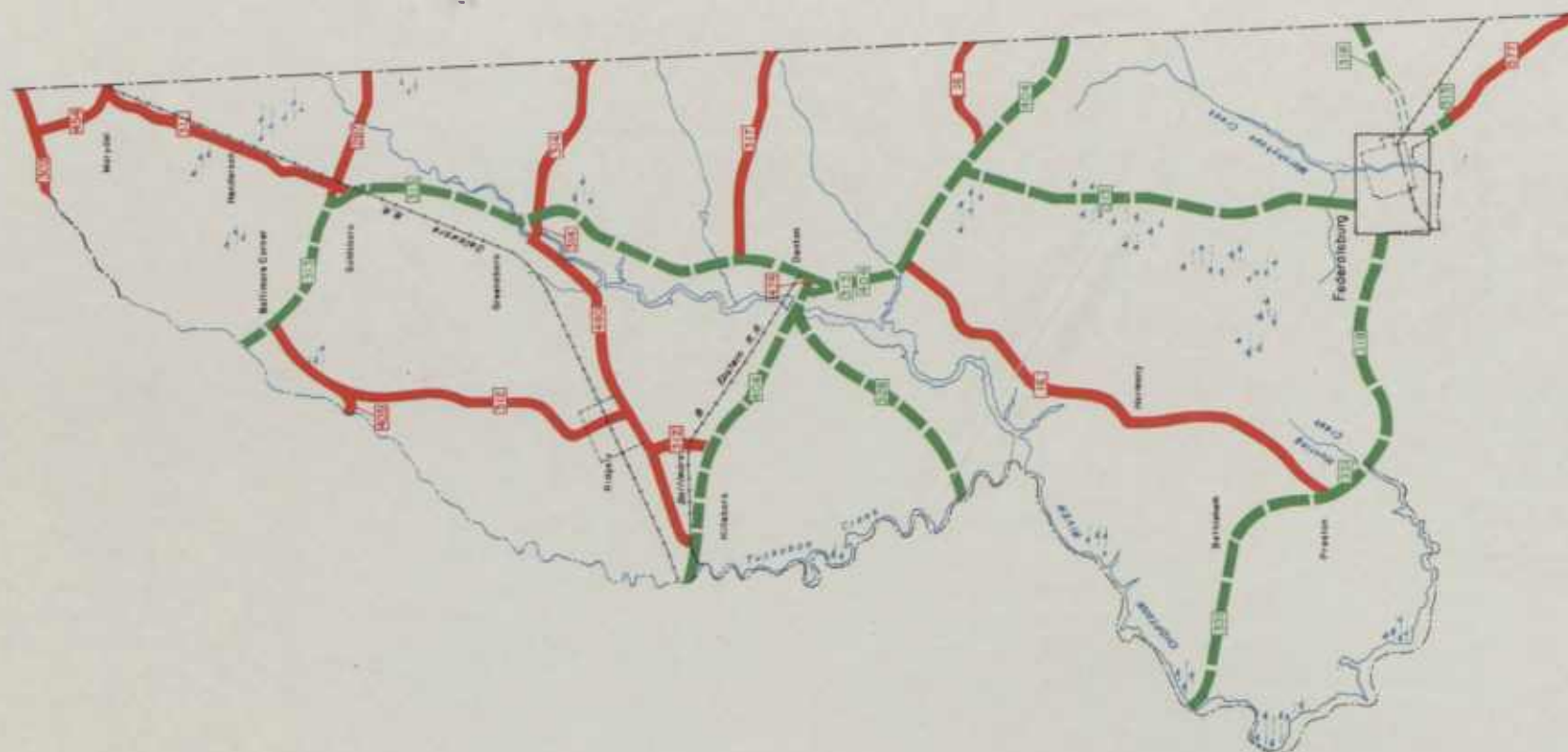




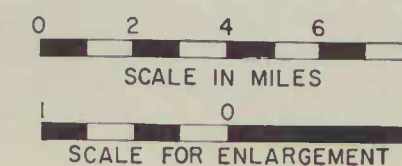
LEGEND

ROADWAY SYSTEMS

- | | |
|---|---|
|  | Interstate Highway System - Existing & Under Construction |
|  | Programmed Interstate Highway System (1961-1975) |
|  | Primary Highway System - Existing & Under Construction |
|  | Programmed Primary Highway System (1961-1965) |
|  | Secondary Highway System |
|  | County Roads Recommended for Transfer to the State Secondary Highway System |
|  | Recommended New Secondary Highways |

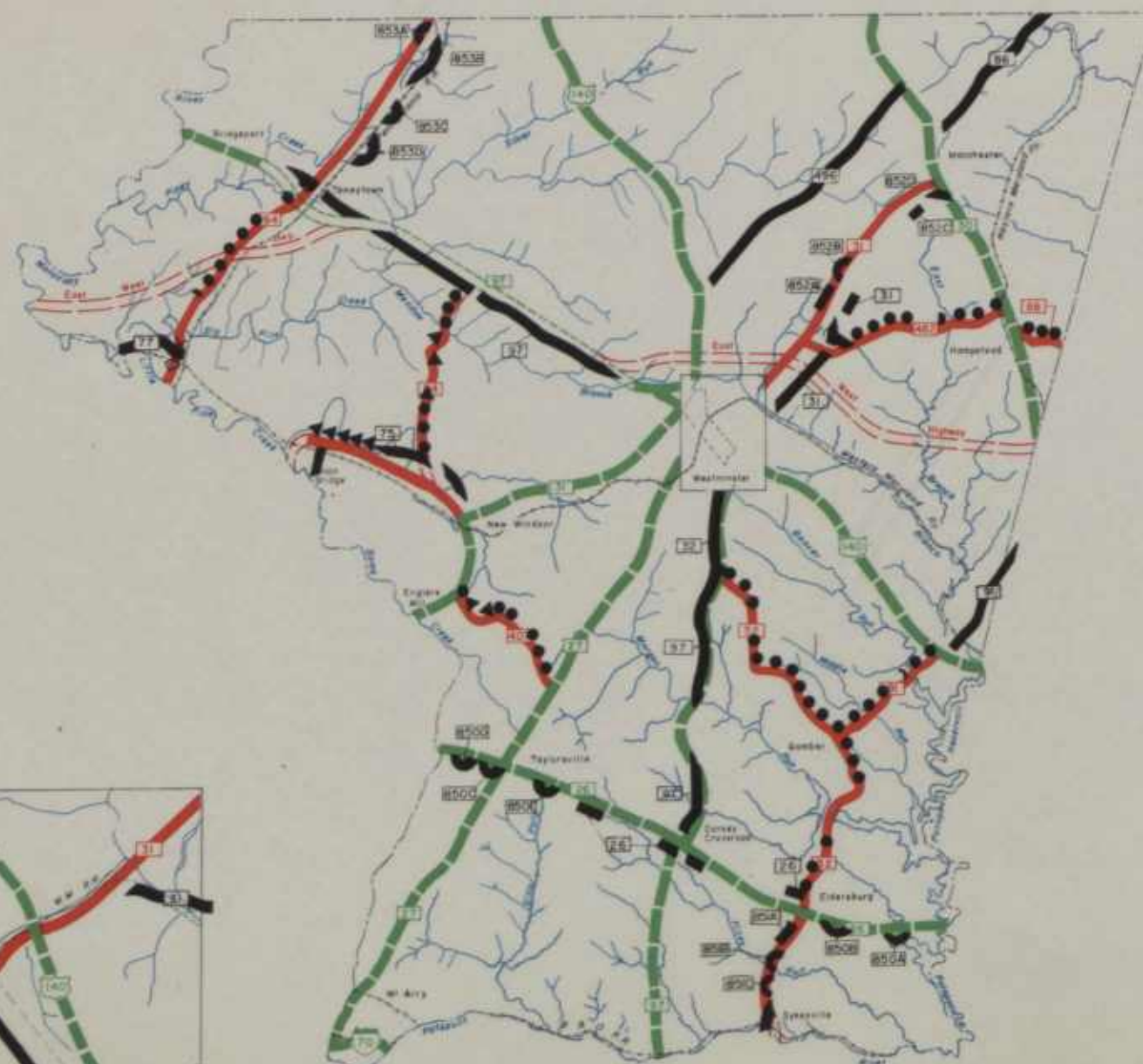


INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
CAROLINE COUNTY





WESTMINSTER



LEGEND

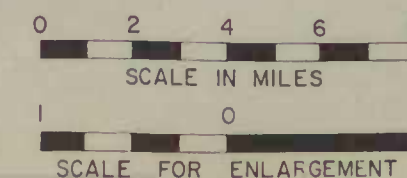
ROADWAY SYSTEMS

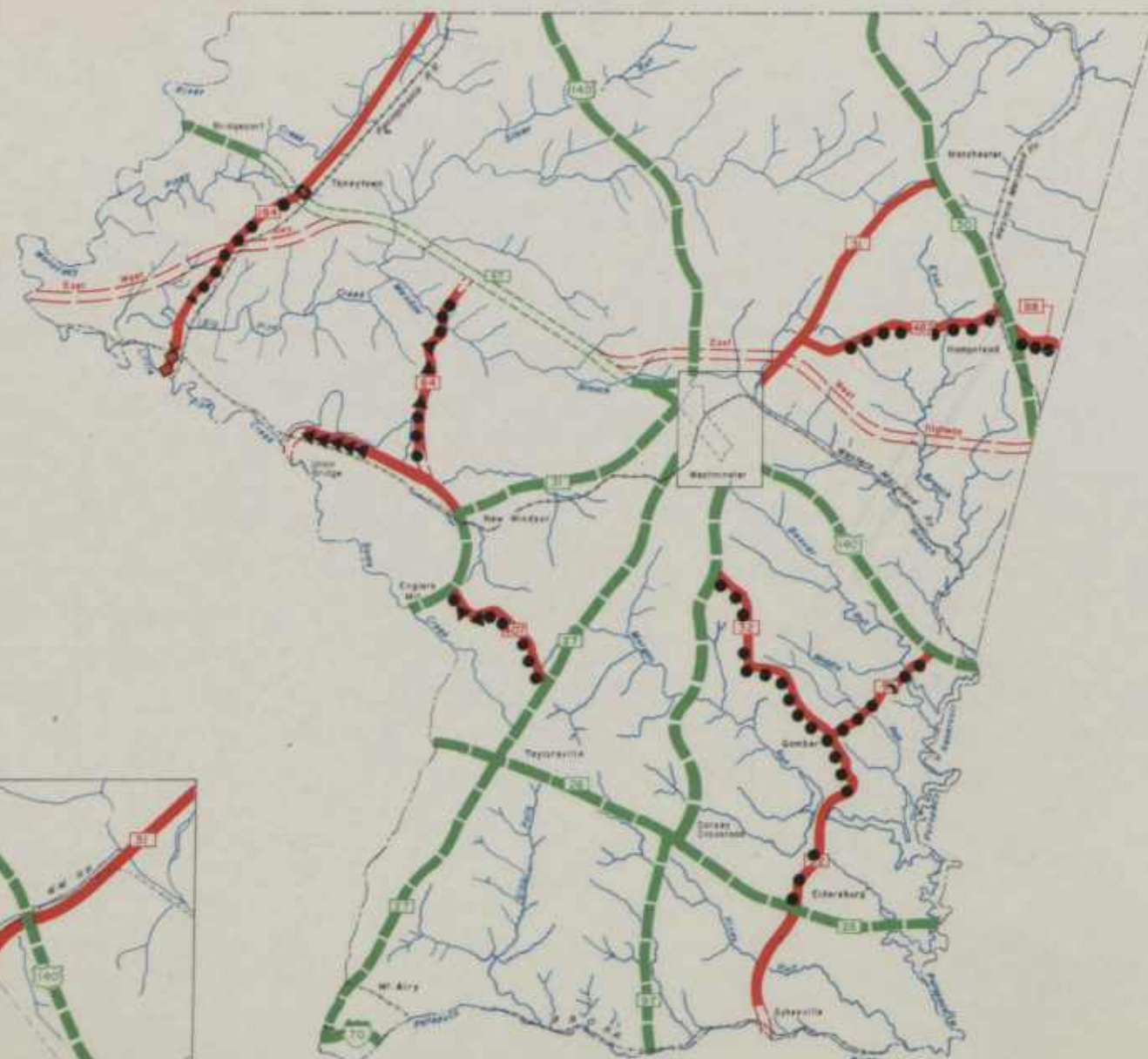
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- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways
- State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
CARROLL COUNTY
Recommended Improvements to State Secondary Highway System
and
Roads Recommended for Transfer from
State Secondary Highway System to Carroll County





WESTMINSTER

LEGEND

ROADWAY SYSTEMS

- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

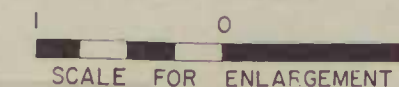
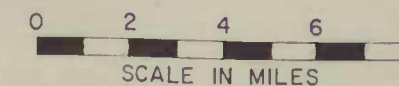
SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN

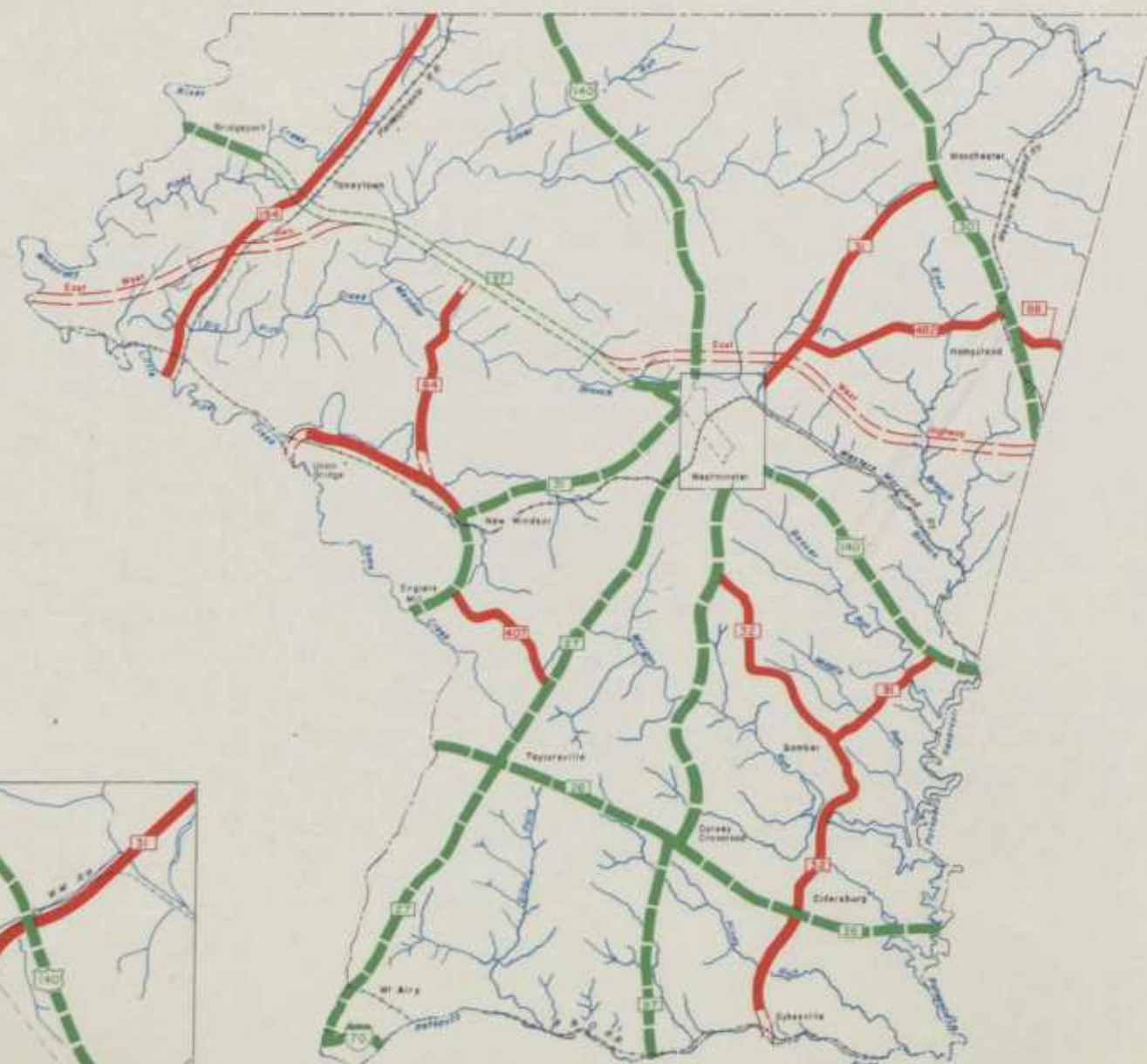
CARROLL COUNTY

Recommended Improvements to State Secondary Highway System





WESTMINSTER

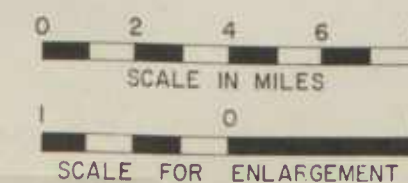


LEGEND

ROADWAY SYSTEMS

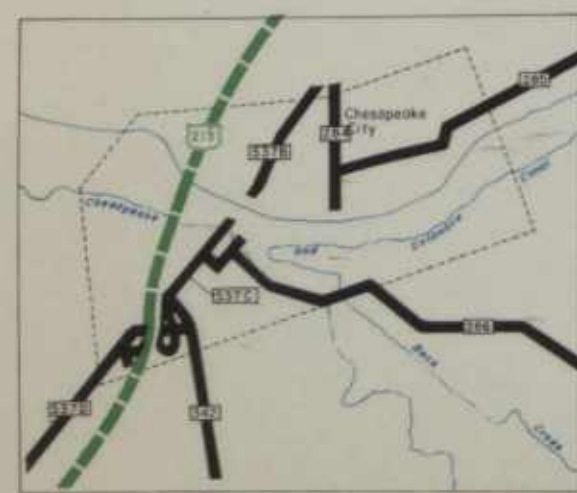
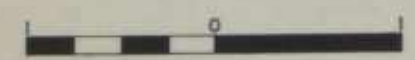
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN CARROLL COUNTY

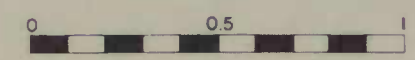




ELKTON



CHESAPEAKE CITY



LEGEND

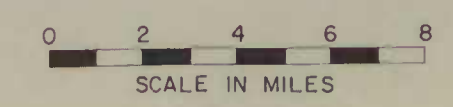
ROADWAY SYSTEMS

- Interstate Highway System
Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System -
Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways
- State Highway Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN **CECIL COUNTY** Recommended Improvements to State Secondary Highway System and Roads Recommended for Transfer from State Secondary Highway System to Cecil County





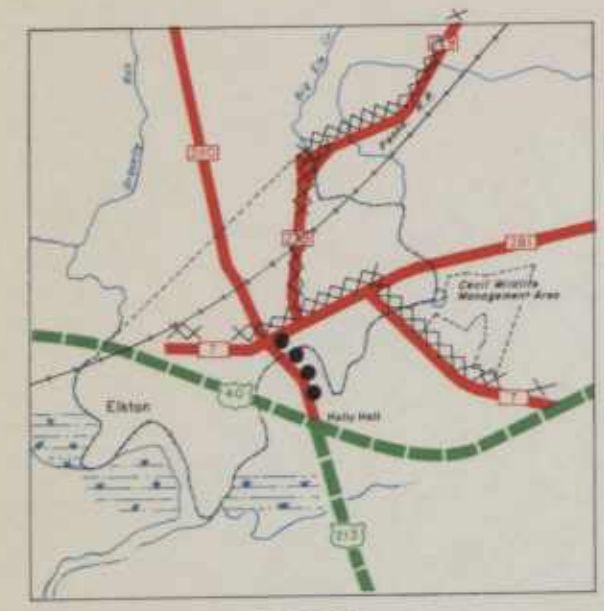
LEGEND

ROADWAY SYSTEMS

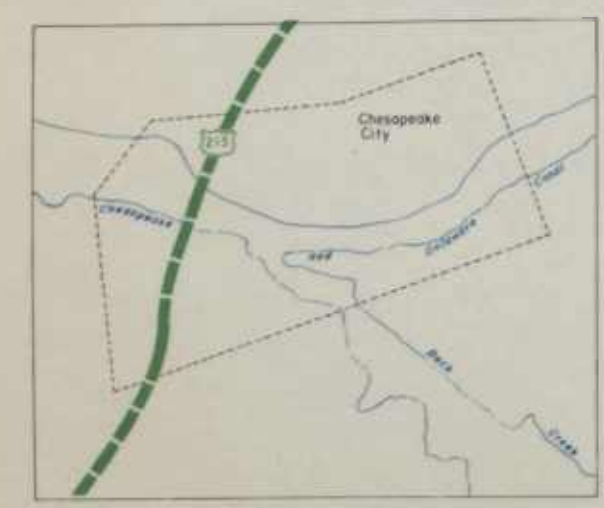
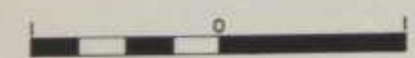
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

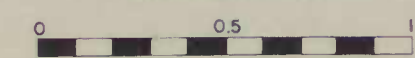
- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only



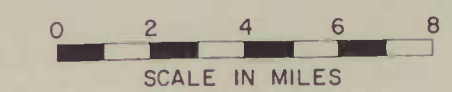
ELKTON



CHESAPEAKE CITY



INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
CECIL COUNTY
Recommended Improvements to State Secondary Highway System

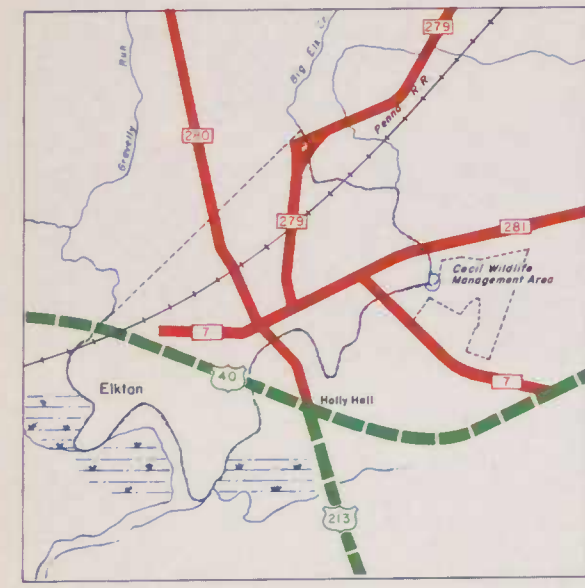




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ROADWAY SYSTEMS

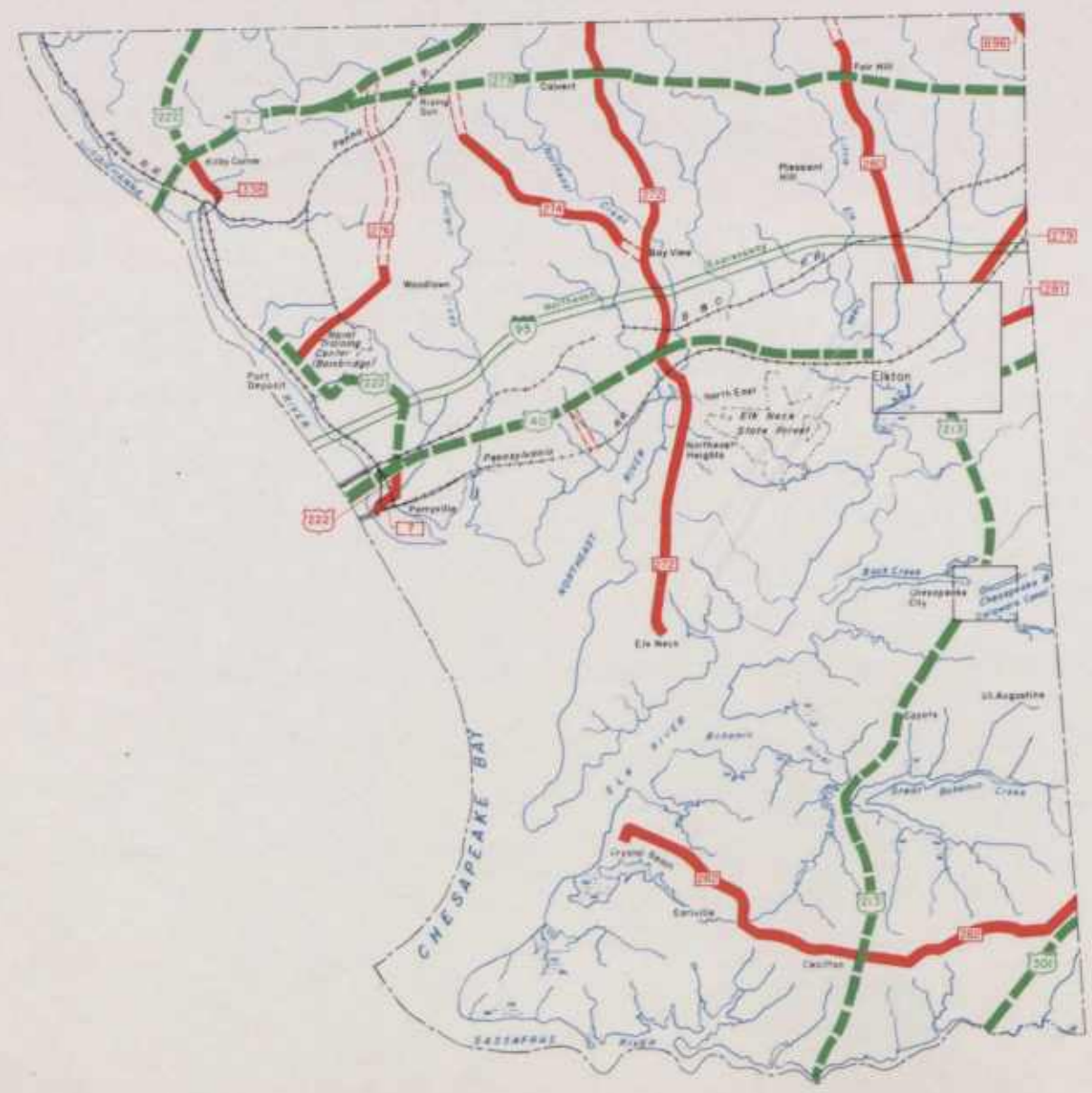
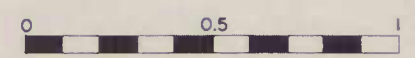
- Interstate Highway System Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways



ELKTON

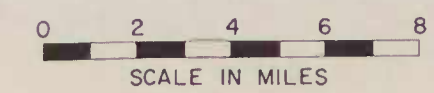


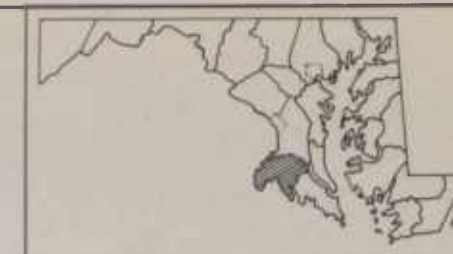
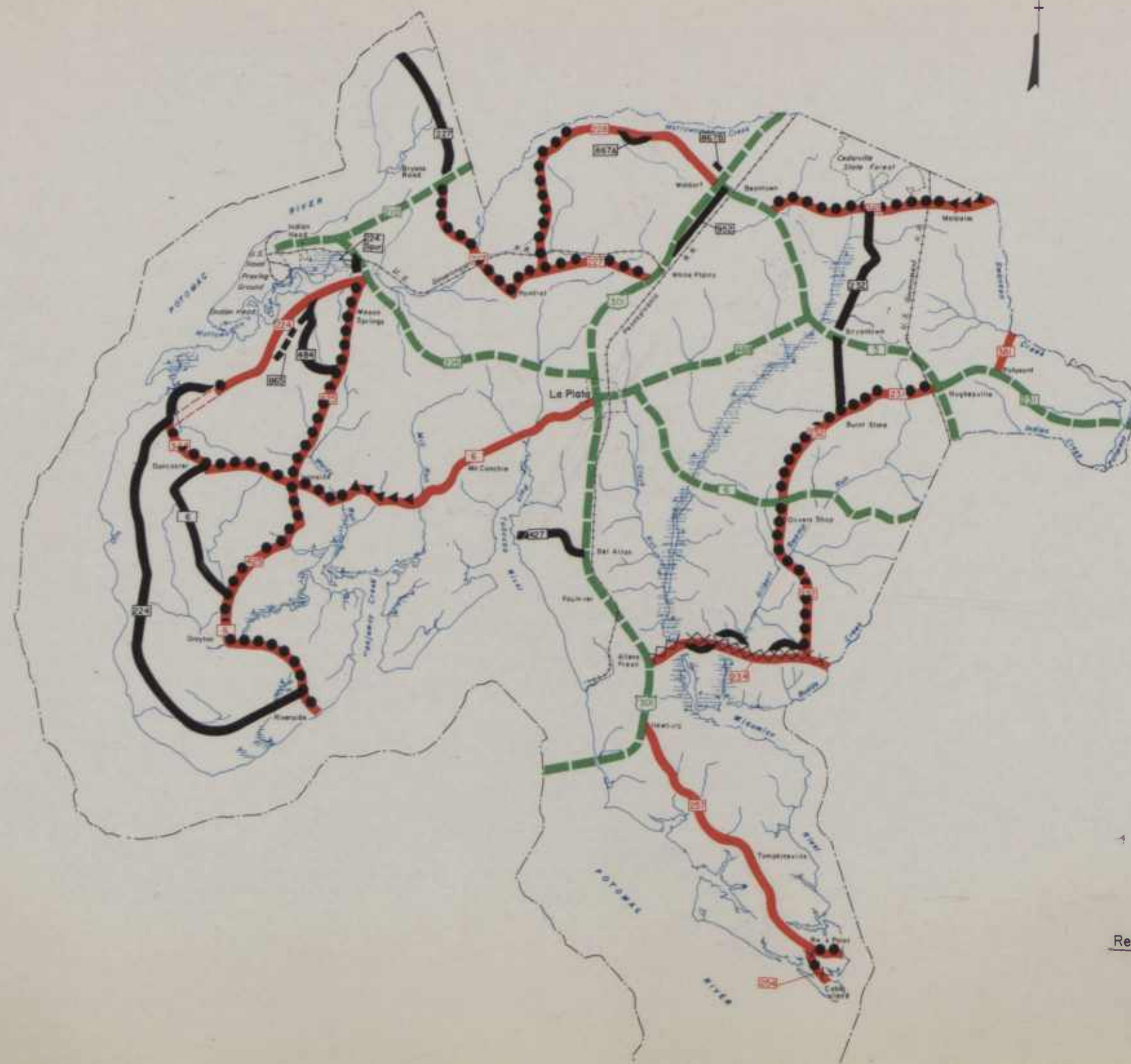
CHESAPEAKE CITY



INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN

CECIL COUNTY





LEGEND

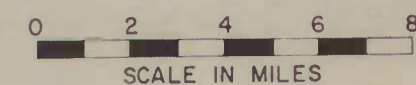
ROADWAY SYSTEMS

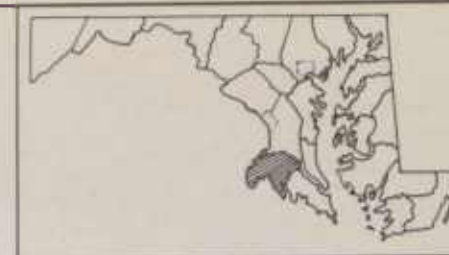
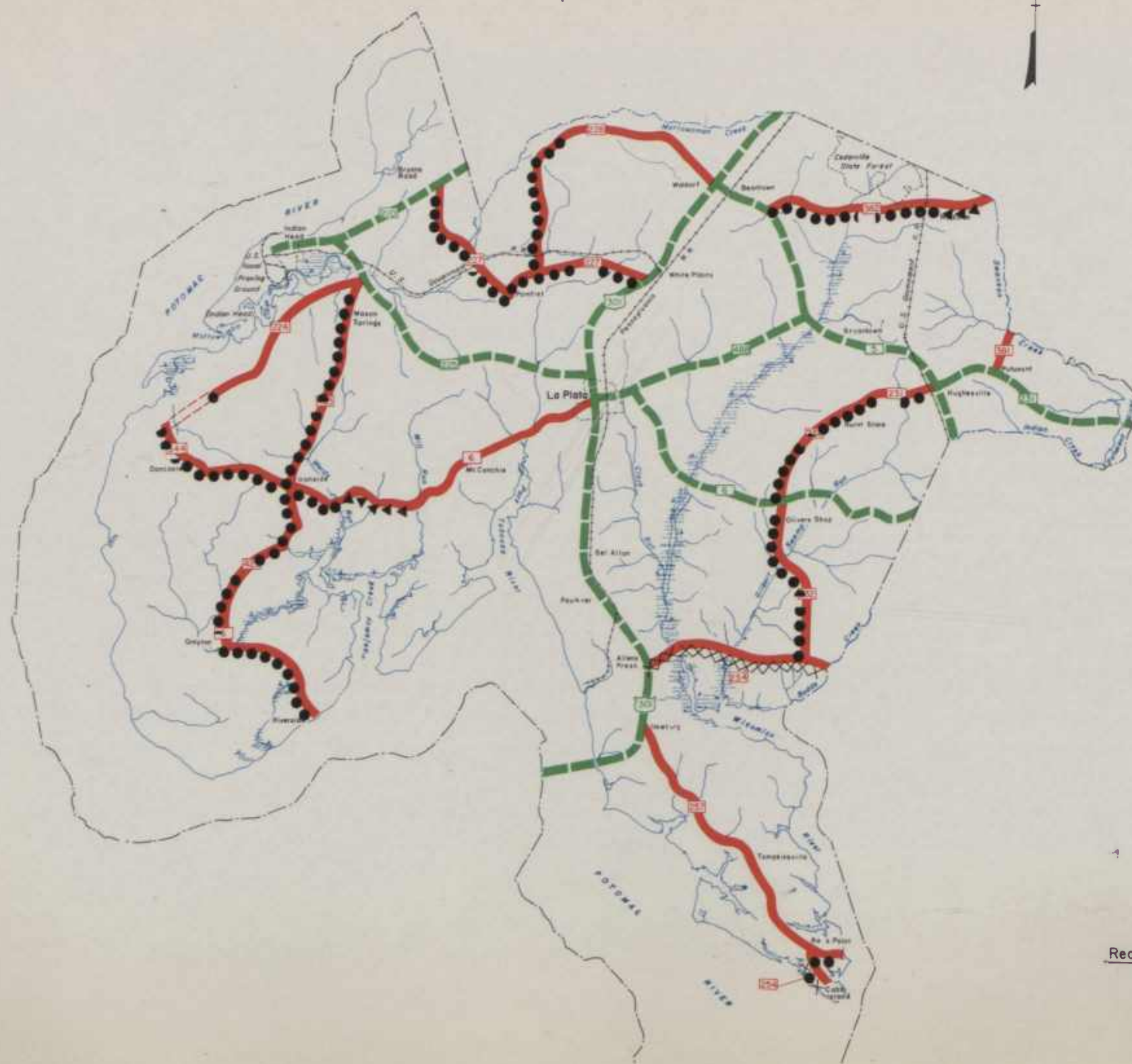
- Interstate Highway System - Existing & Under Construction
- - - - - Programmed Interstate Highway System (1961-1975)
- - - - - Primary Highway System - Existing & Under Construction
- - - - - Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- - - - - County Roads Recommended for Transfer to the State Secondary Highway System
- - - - - Recommended New Secondary Highways
- State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- = = = = Divided Reconstruction
- ■ ■ ■ Divided Modernization
- x x x x Multi-lane Undivided Reconstruction
- + + + + Multi-lane Undivided Modernization
- < < < < Two Lane Reconstruction
- ● ● ● Two Lane Modernization
- x x x x Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
CHARLES COUNTY
Recommended Improvements to State Secondary Highway System
and
Roads Recommended for Transfer from
State Secondary Highway System to Charles County





LEGEND

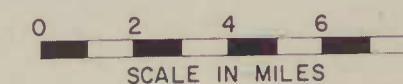
ROADWAY SYSTEMS

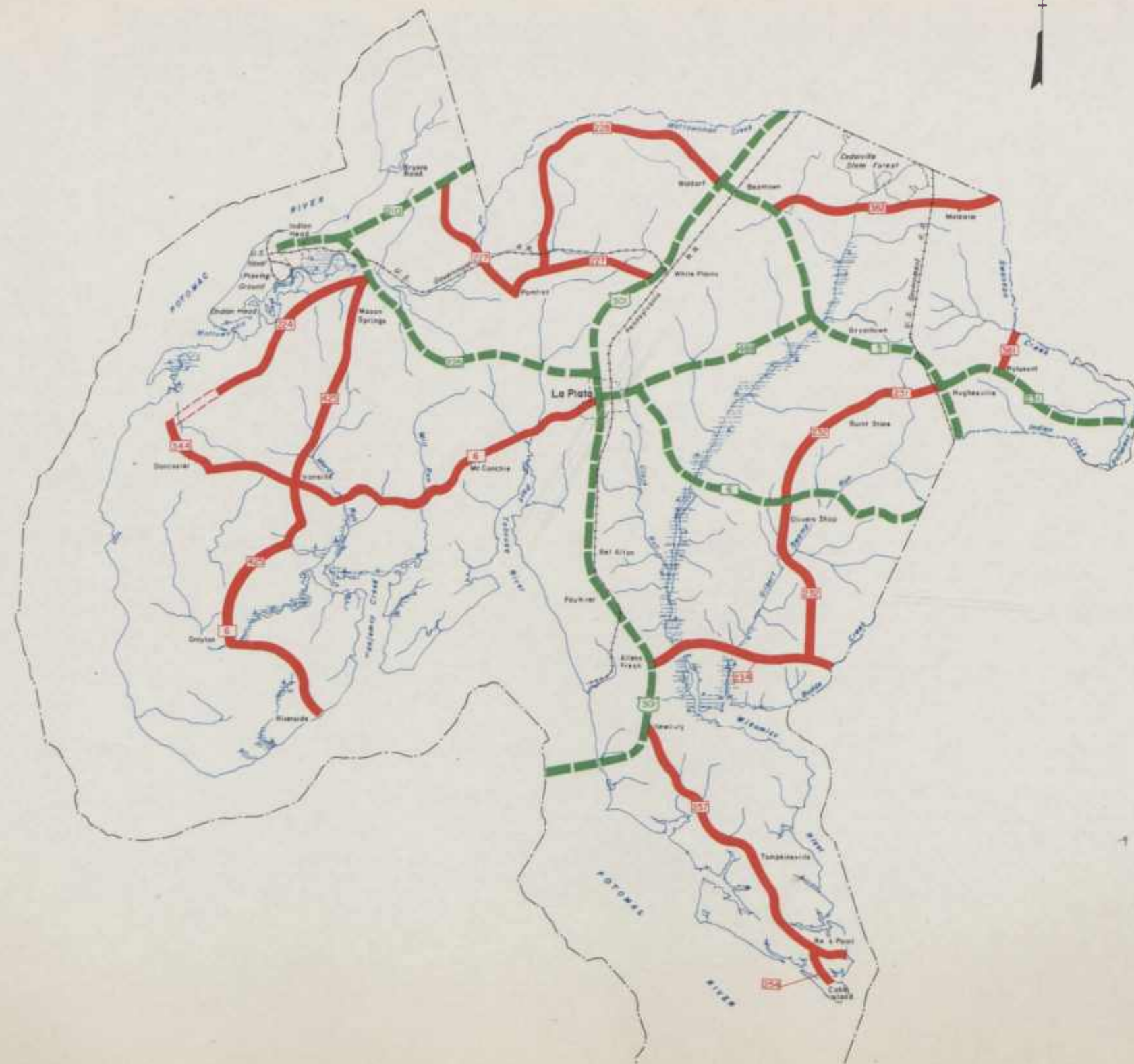
- Interstate Highway System — Existing & Under Construction
- - - - - Programmed Interstate Highway System (1961-1975)
- · - · - Primary Highway System — Existing & Under Construction
- - - - - Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- - - - - County Roads Recommended for Transfer to the State Secondary Highway System
- · - · - Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- = = = = Divided Reconstruction
- ■ ■ ■ Divided Modernization
- x x x x Multi-lane Undivided Reconstruction
- + + + + Multi-lane Undivided Modernization
- ◀ ◀ ◀ ◀ Two Lane Reconstruction
- ● ● ● Two Lane Modernization
- x x x x Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN **CHARLES COUNTY** Recommended Improvements to State Secondary Highway System



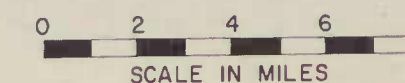


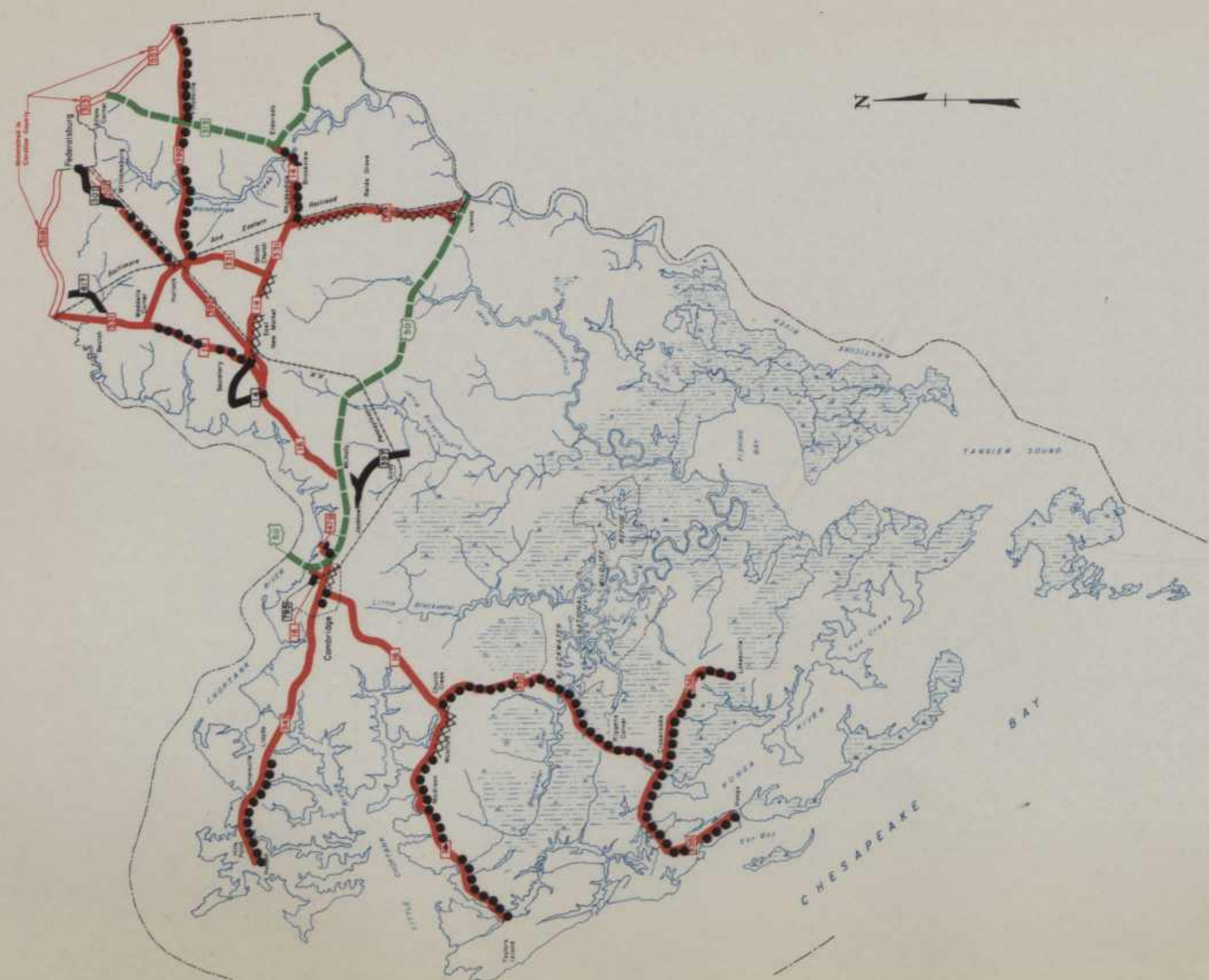
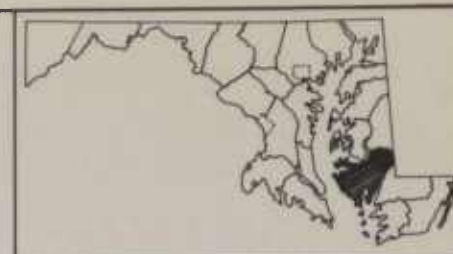
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ROADWAY SYSTEMS

- Interstate Highway System - Existing & Under Construction
- - - - - Programmed Interstate Highway System (1961-1975)
- · - · - Primary Highway System - Existing & Under Construction
- - - - - Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- - - - - County Roads Recommended for Transfer to the State Secondary Highway System
- · - · - Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN CHARLES COUNTY





LEGEND

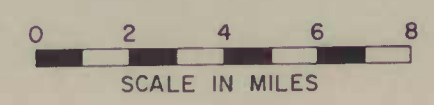
ROADWAY SYSTEMS

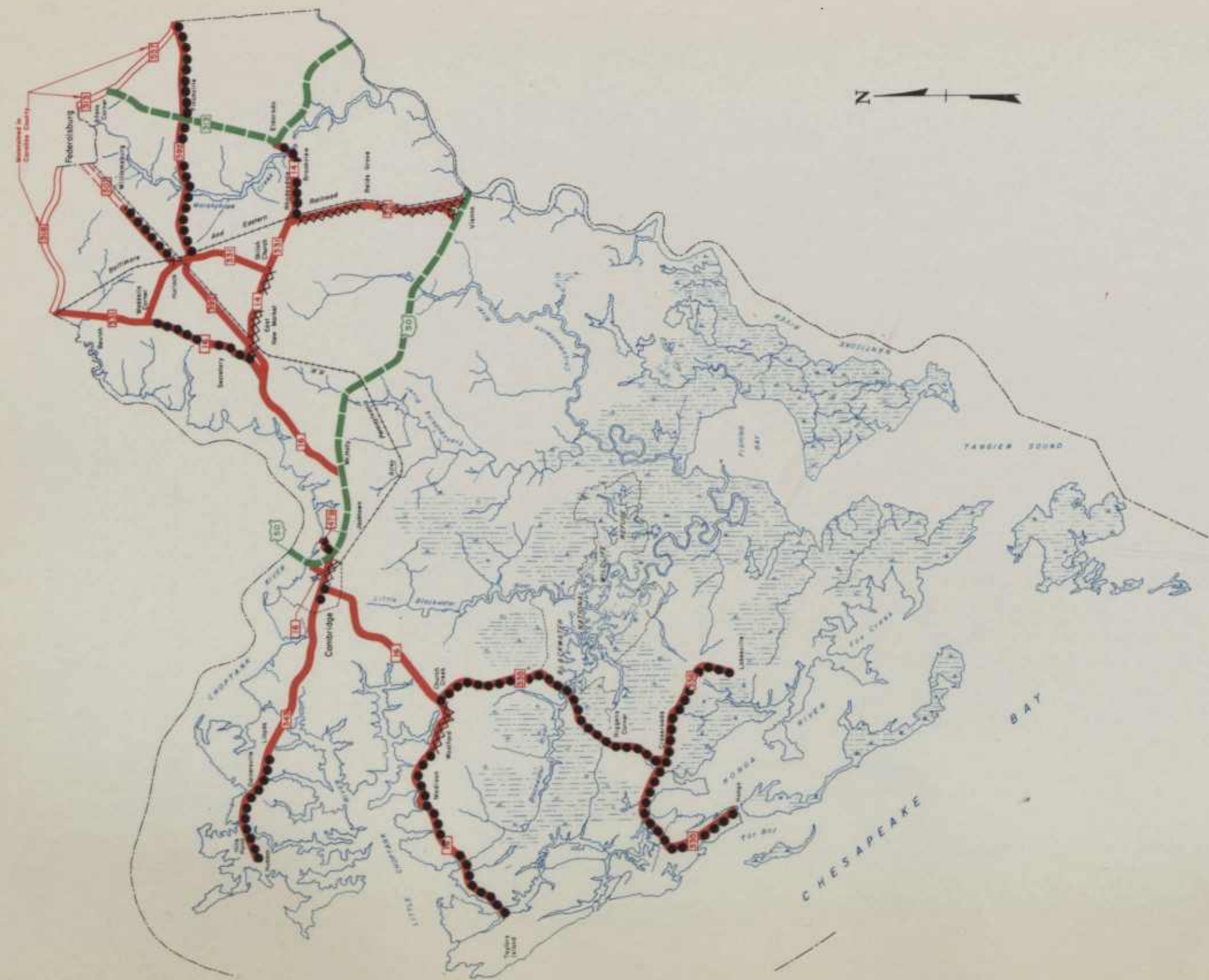
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads recommended for transfer to the State Secondary Highway System
- Recommended New Secondary Highways
- State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
DORCHESTER COUNTY
Recommended Improvements to State Secondary Highway System
Roads Recommended for Transfer from
State Secondary Highway System to Dorchester County





LEGEND

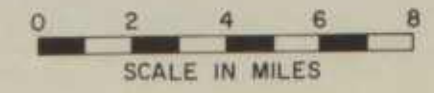
ROADWAY SYSTEMS

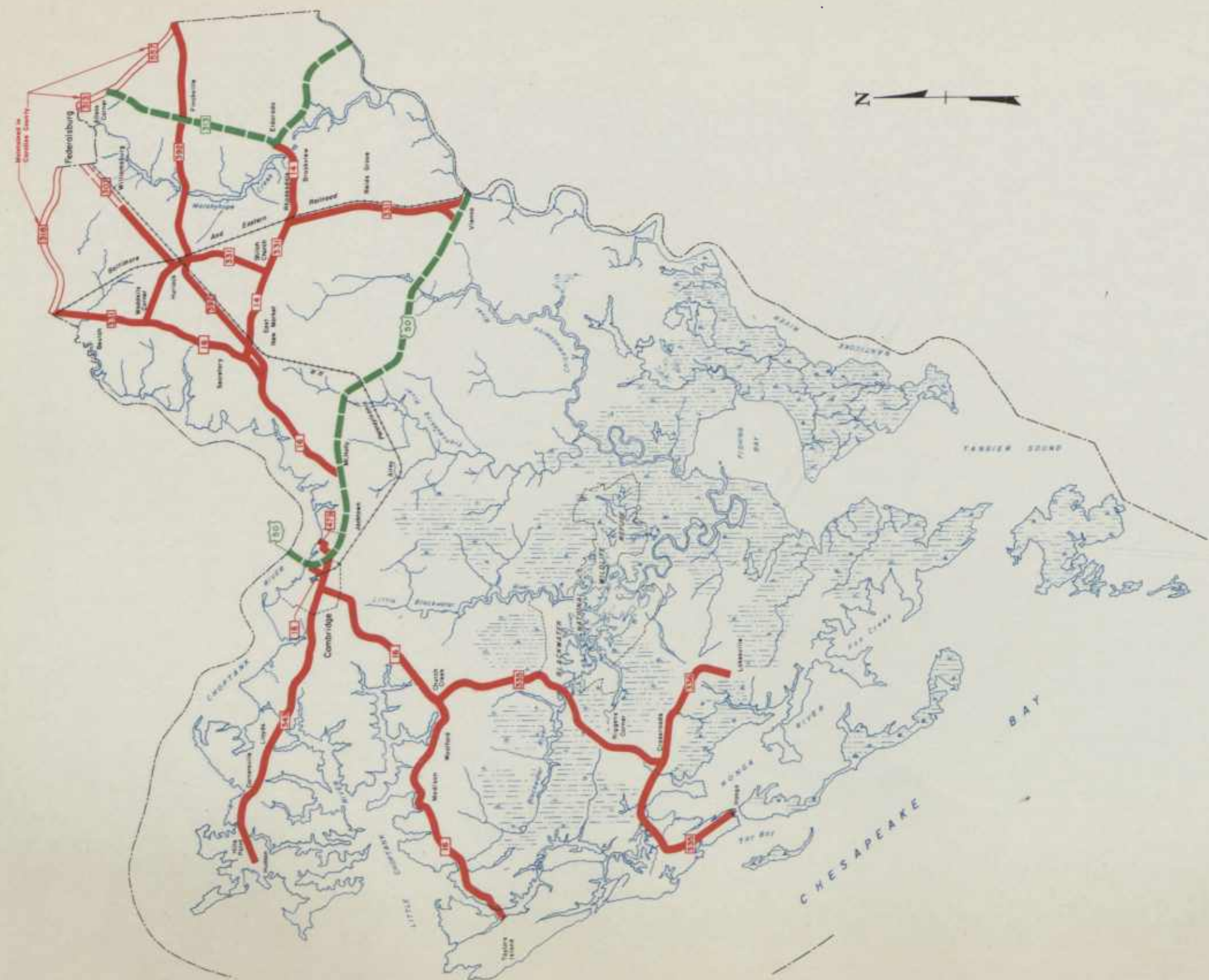
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads recommended for transfer to the State Secondary Highway System
- Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

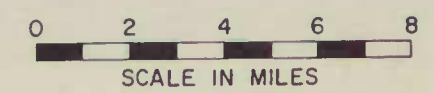
INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
DORCHESTER COUNTY
Recommended Improvements to State Secondary Highway System

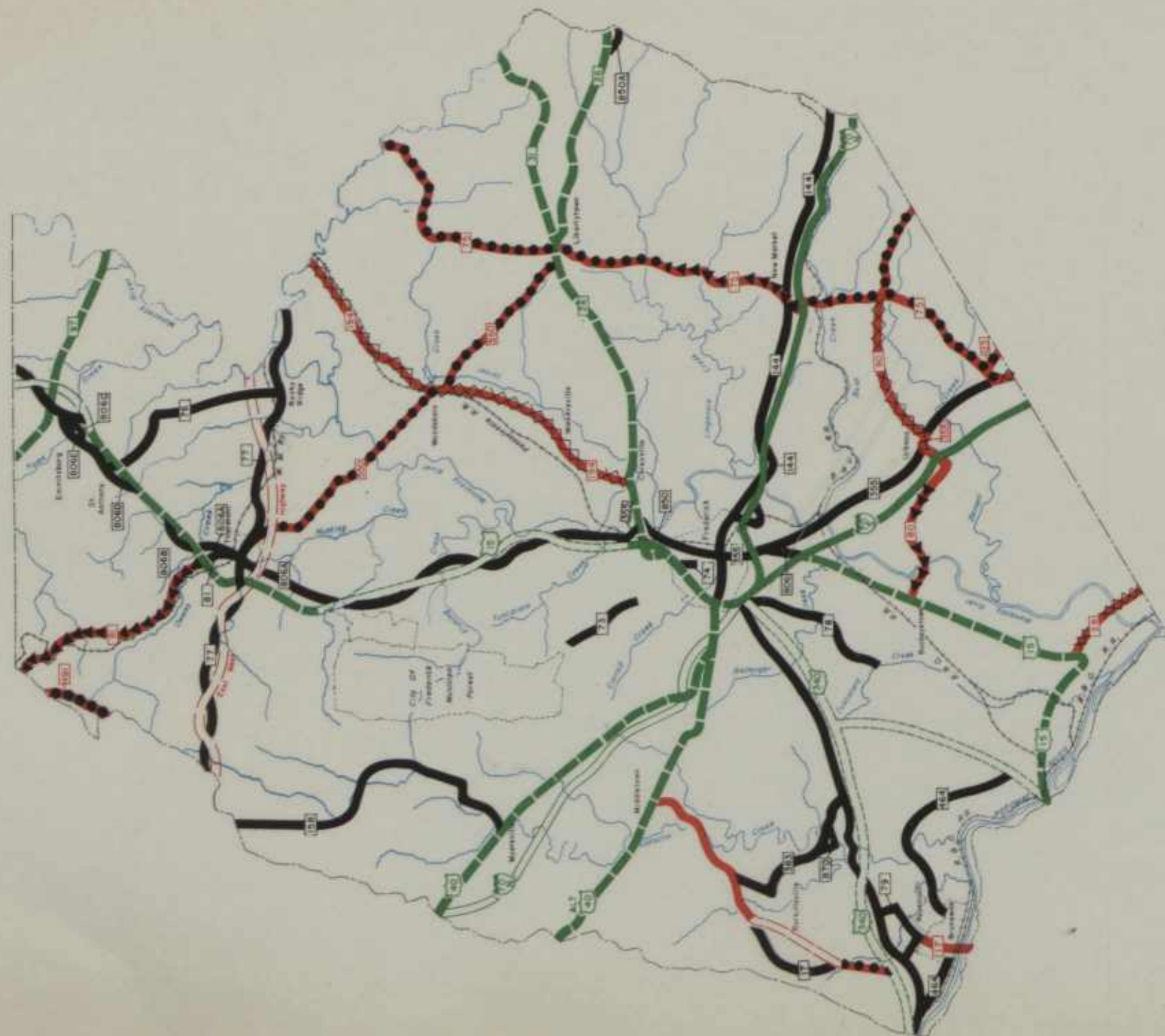




- LEGEND**
- ROADWAY SYSTEMS**
- Interstate Highway System - Existing & Under Construction
 - Programmed Interstate Highway System (1961-1975)
 - Primary Highway System - Existing & Under Construction
 - Programmed Primary Highway System (1961-1965)
 - Secondary Highway System
 - County Roads recommended for transfer to the State Secondary Highway System
 - Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
DORCHESTER COUNTY





LEGEND

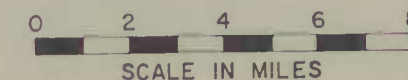
ROADWAY SYSTEMS

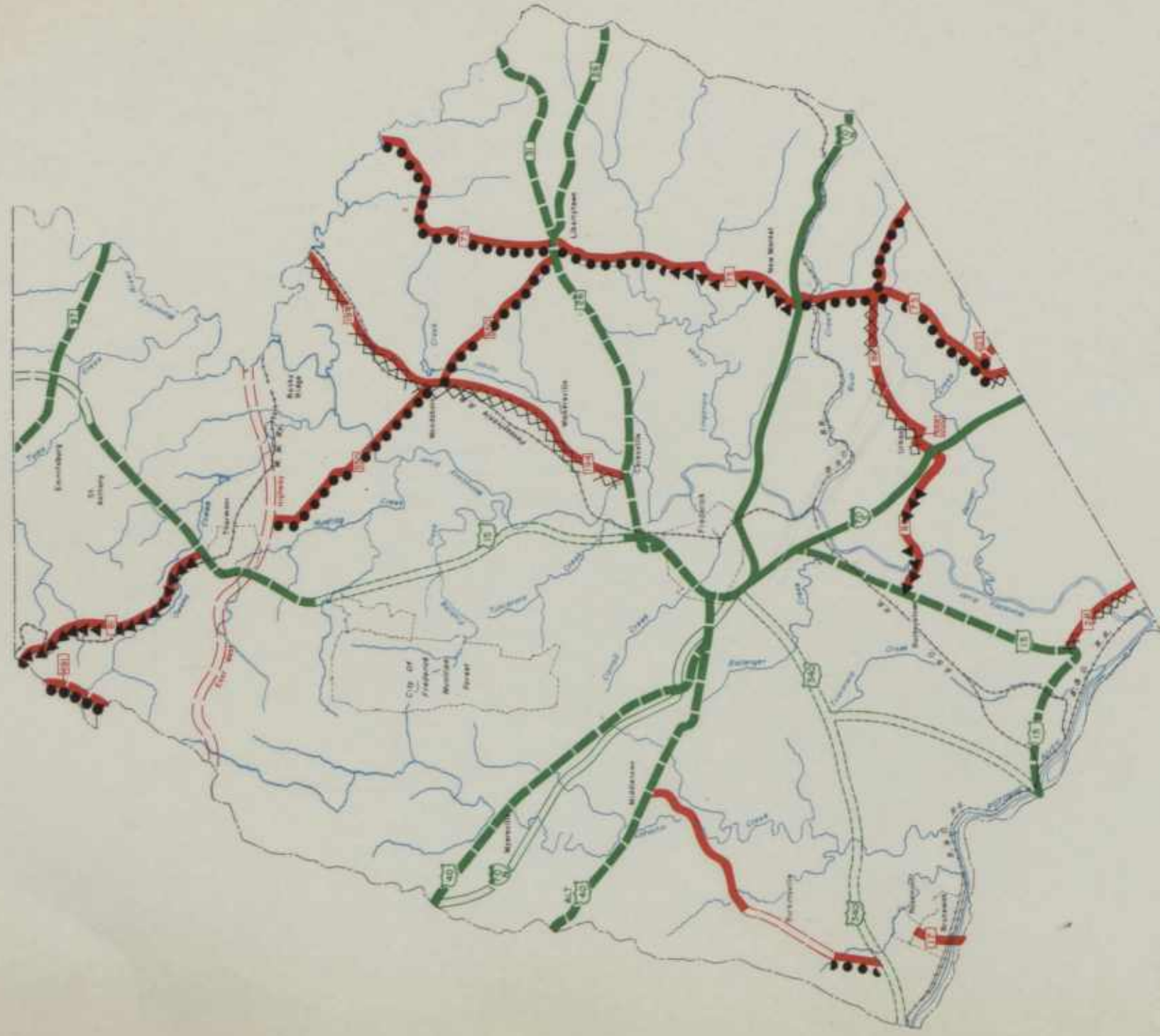
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways
- State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
FREDERICK COUNTY
Recommended Improvements to State Secondary Highway System
and
Roads Recommended for Transfer from
State Secondary Highway System to Frederick County





LEGEND

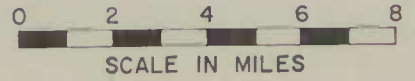
ROADWAY SYSTEMS

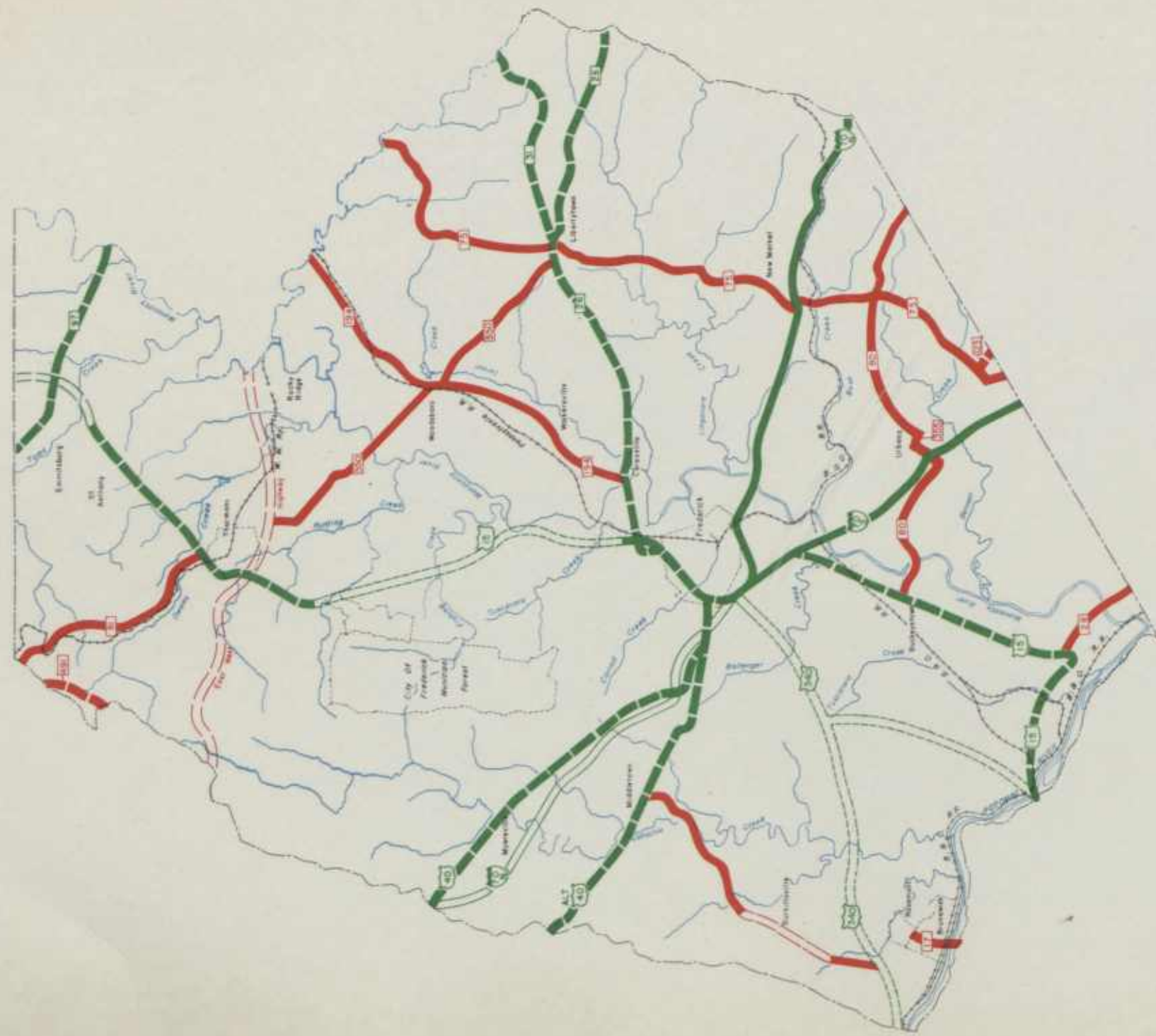
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only






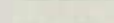

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
FREDERICK COUNTY
Recommended Improvements to State Secondary Highway System



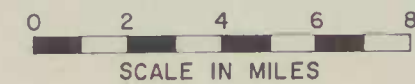


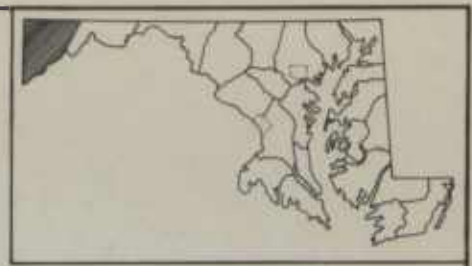
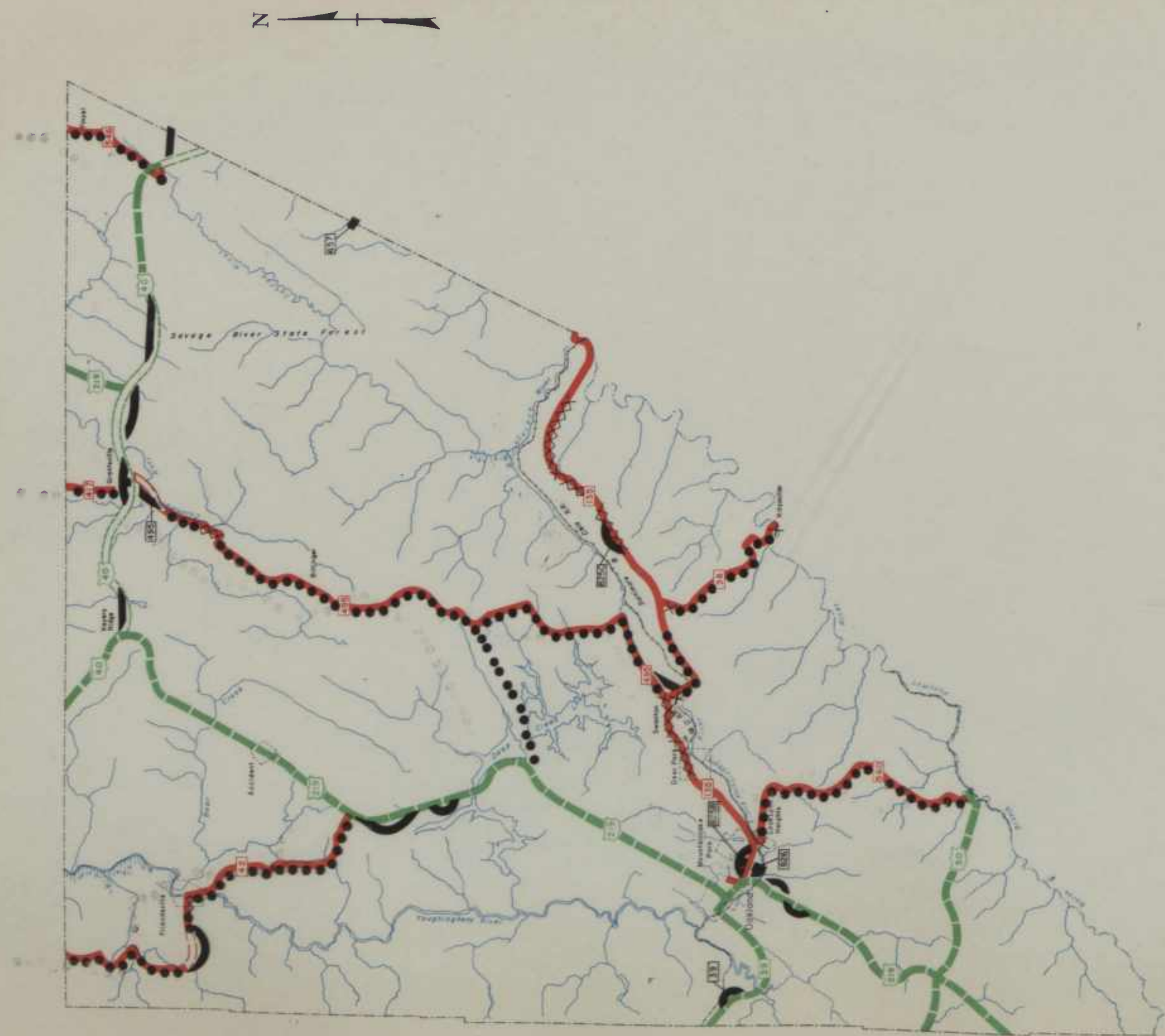
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ROADWAY SYSTEMS

-  Interstate Highway System—
Existing & Under Construction
-  Programmed Interstate Highway
System (1961-1975)
-  Primary Highway System—
Existing & Under Construction
-  Programmed Primary Highway
System (1961-1965)
-  Secondary Highway System
-  County Roads Recommended for Transfer
to the State Secondary Highway System
-  Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
FREDERICK COUNTY

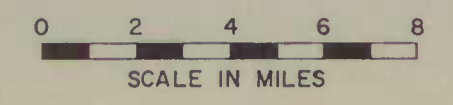




LEGEND

- ROADWAY SYSTEMS**
- Interstate Highway System - Existing & Under Construction
 - Programmed Interstate Highway System (1961-1975)
 - Primary Highway System - Existing & Under Construction
 - Programmed Primary Highway System (1961-1965)
 - Secondary Highway System
 - County Roads Recommended for Transfer to the State Secondary Highway System
 - Recommended New Secondary Highways
 - State Highways Recommended for Transfer to County
- SECONDARY ROADWAY IMPROVEMENTS (1961-1975)**
- Divided Reconstruction
 - Divided Modernization
 - Multi-lane Undivided Reconstruction
 - Multi-lane Undivided Modernization
 - Two Lane Reconstruction
 - Two Lane Modernization
 - Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
GARRETT COUNTY
Recommended Improvements to State Secondary Highway System
and
Roads Recommended for Transfer from
State Secondary Highway System to Garrett County





LEGEND

ROADWAY SYSTEMS

- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

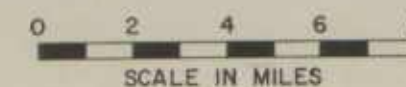
SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

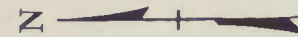
- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only



INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN GARRETT COUNTY

Recommended Improvements to State Secondary Highway System

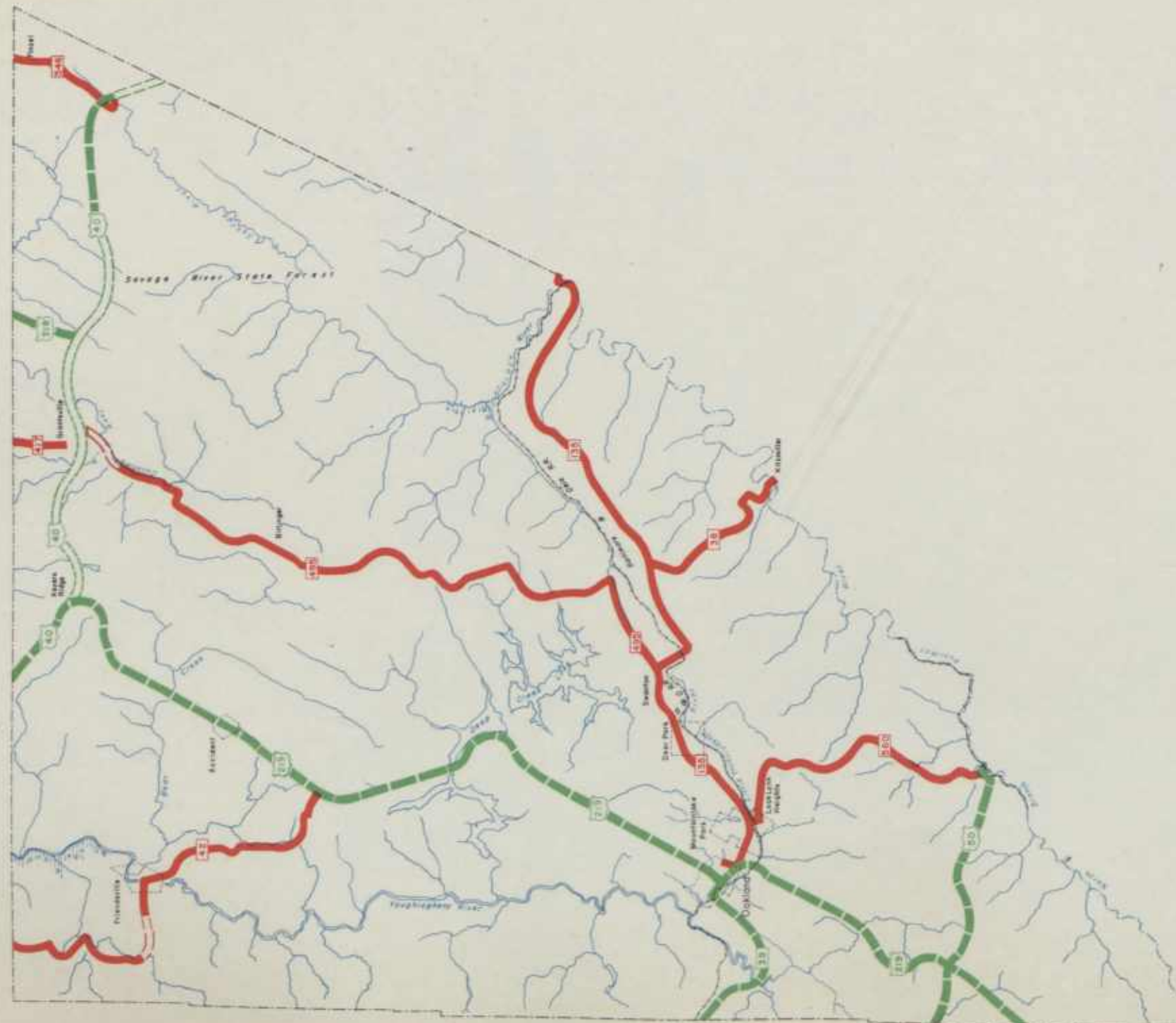




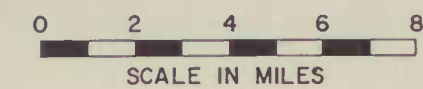
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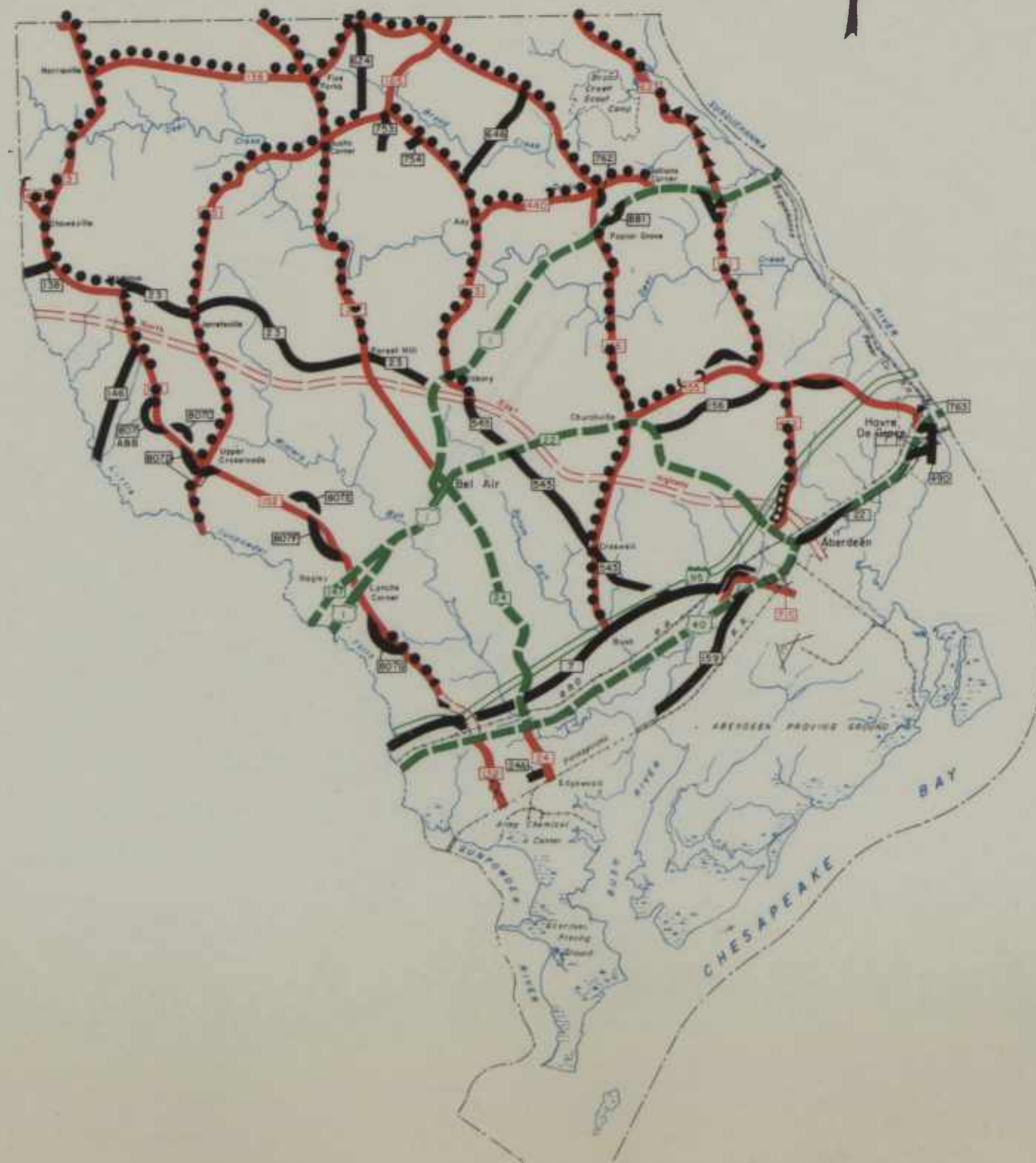
ROADWAY SYSTEMS

- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways



INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN GARRETT COUNTY





LEGEND

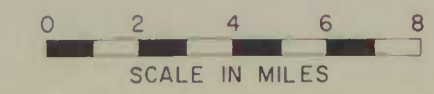
ROADWAY SYSTEMS

- Interstate Highway System—Existing & Under Construction
- Programmed Interstate Highway System (1961–1975)
- Primary Highway System—Existing & Under Construction
- Programmed Primary Highway System (1961–1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways
- State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961–1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
HARFORD COUNTY
Recommended Improvements to State Secondary Highway System
and
Roads Recommended for Transfer from
State Secondary Highway System to Harford County





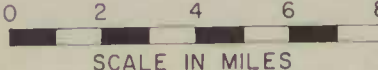
LEGEND

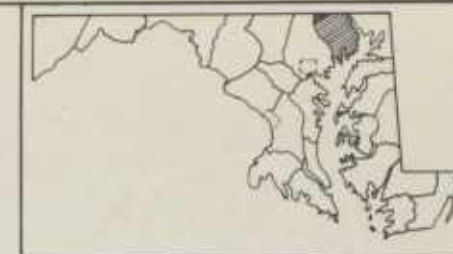
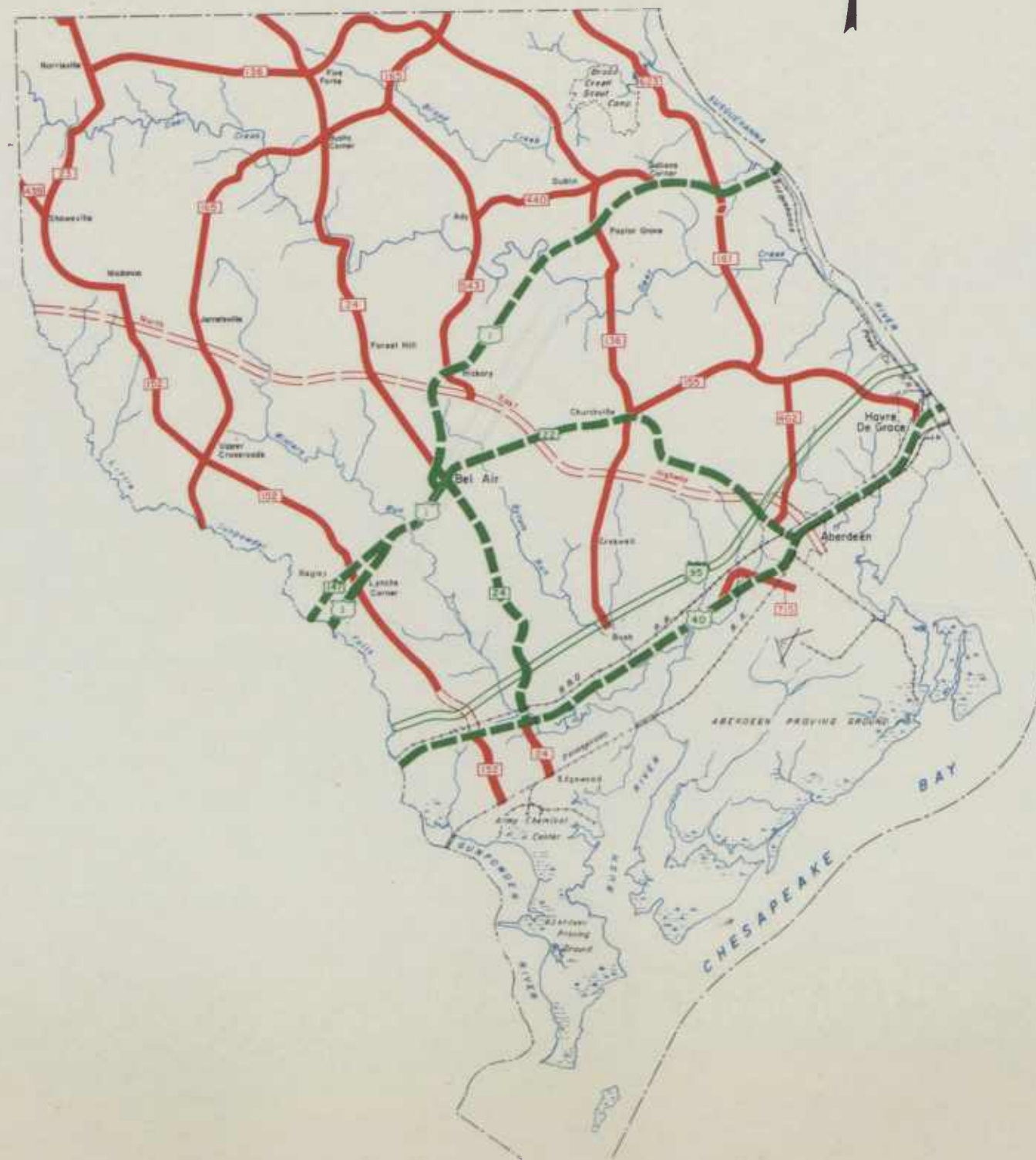
- ROADWAY SYSTEMS**
- Interstate Highway System—Existing & Under Construction
 - Programmed Interstate Highway System (1961–1975)
 - Primary Highway System—Existing & Under Construction
 - Programmed Primary Highway System (1961–1965)
 - Secondary Highway System
 - County Roads Recommended for Transfer to the State Secondary Highway System
 - Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961–1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
HARFORD COUNTY
Recommended Improvements to State Secondary Highway System



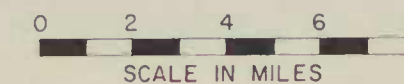


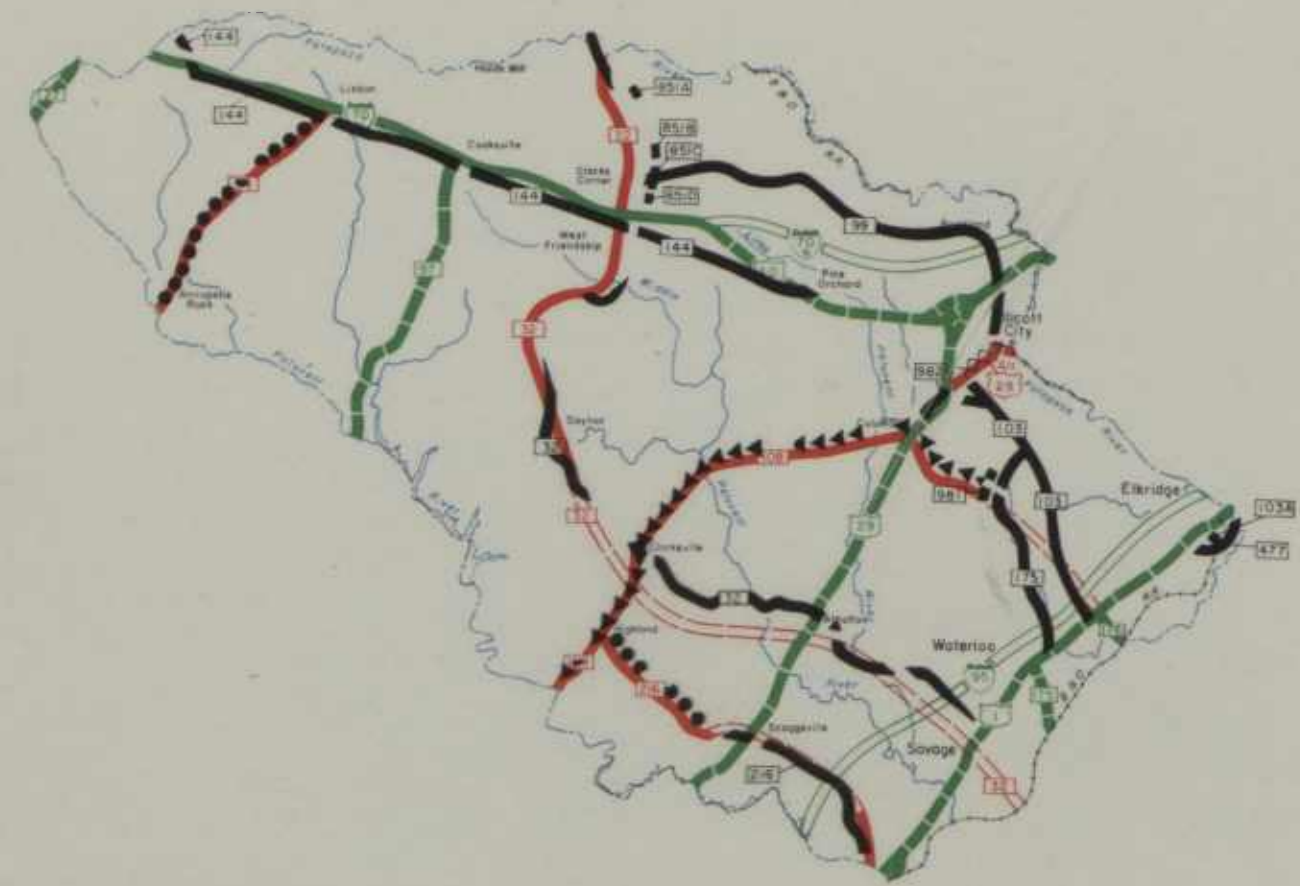
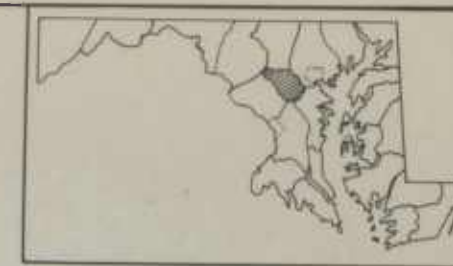
LEGEND

ROADWAY SYSTEMS

- Interstate Highway System—
Existing & Under Construction
- - - - - Programmed Interstate Highway
System (1961-1975)
- Primary Highway System—
Existing & Under Construction
- - - - - Programmed Primary Highway
System (1961-1965)
- Secondary Highway System
- - - - - County Roads Recommended for Transfer
to the State Secondary Highway System
- - - - - Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN HARFORD COUNTY





LEGEND

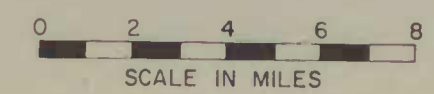
ROADWAY SYSTEMS

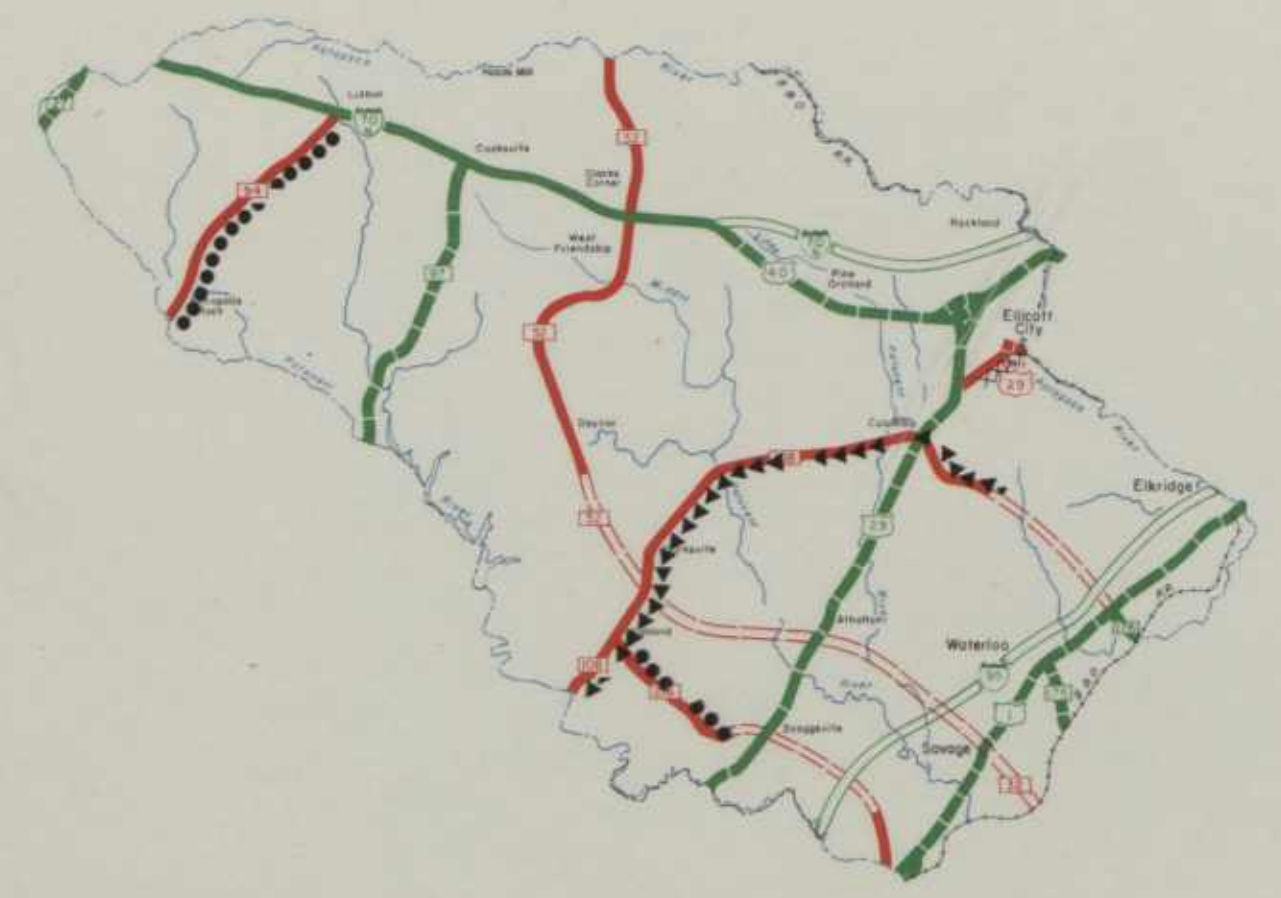
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways
- State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
HOWARD COUNTY
Recommended Improvements to State Secondary Highway System
and
Roads Recommended for Transfer from
State Secondary Highway System to Howard County





LEGEND

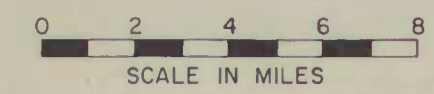
ROADWAY SYSTEMS

- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

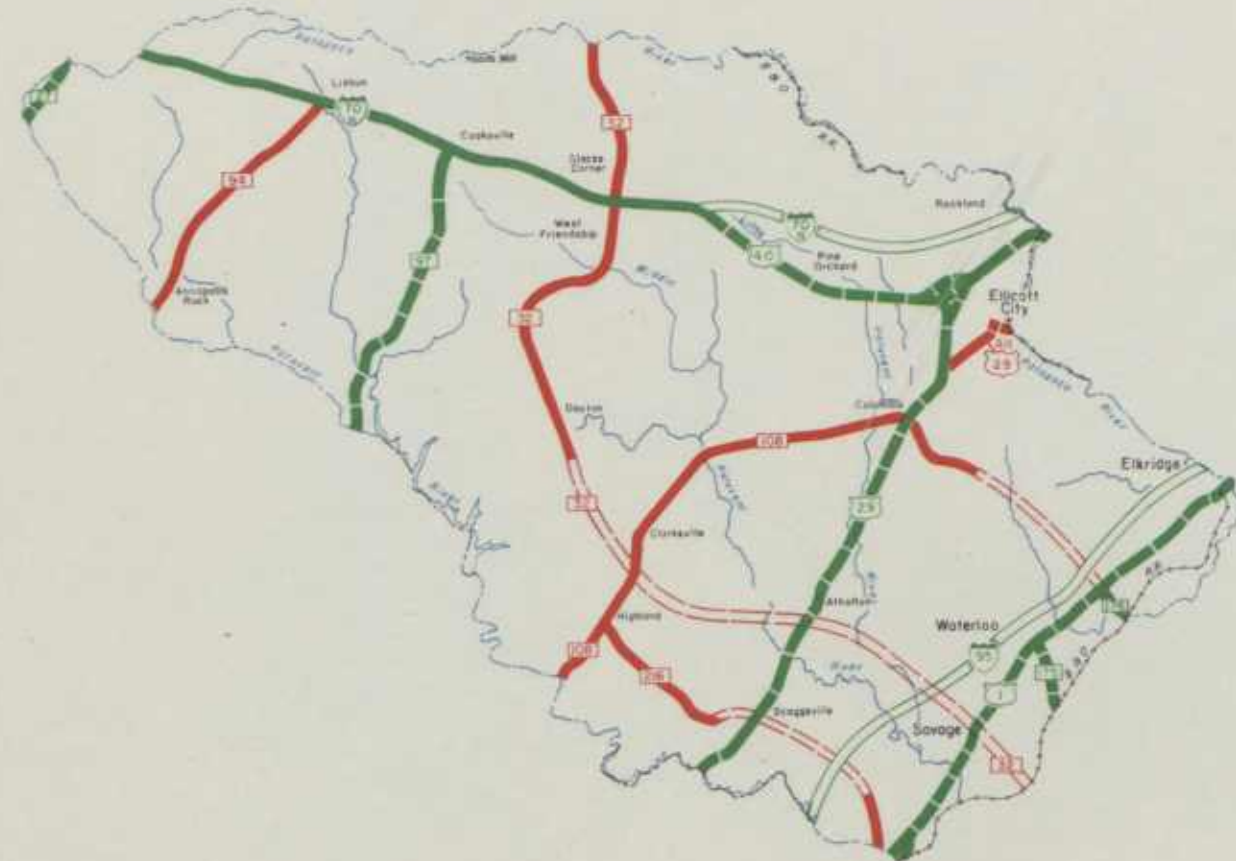
- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
HOWARD COUNTY
Recommended Improvements to State Secondary Highway System





N

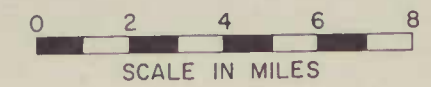


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ROADWAY SYSTEMS

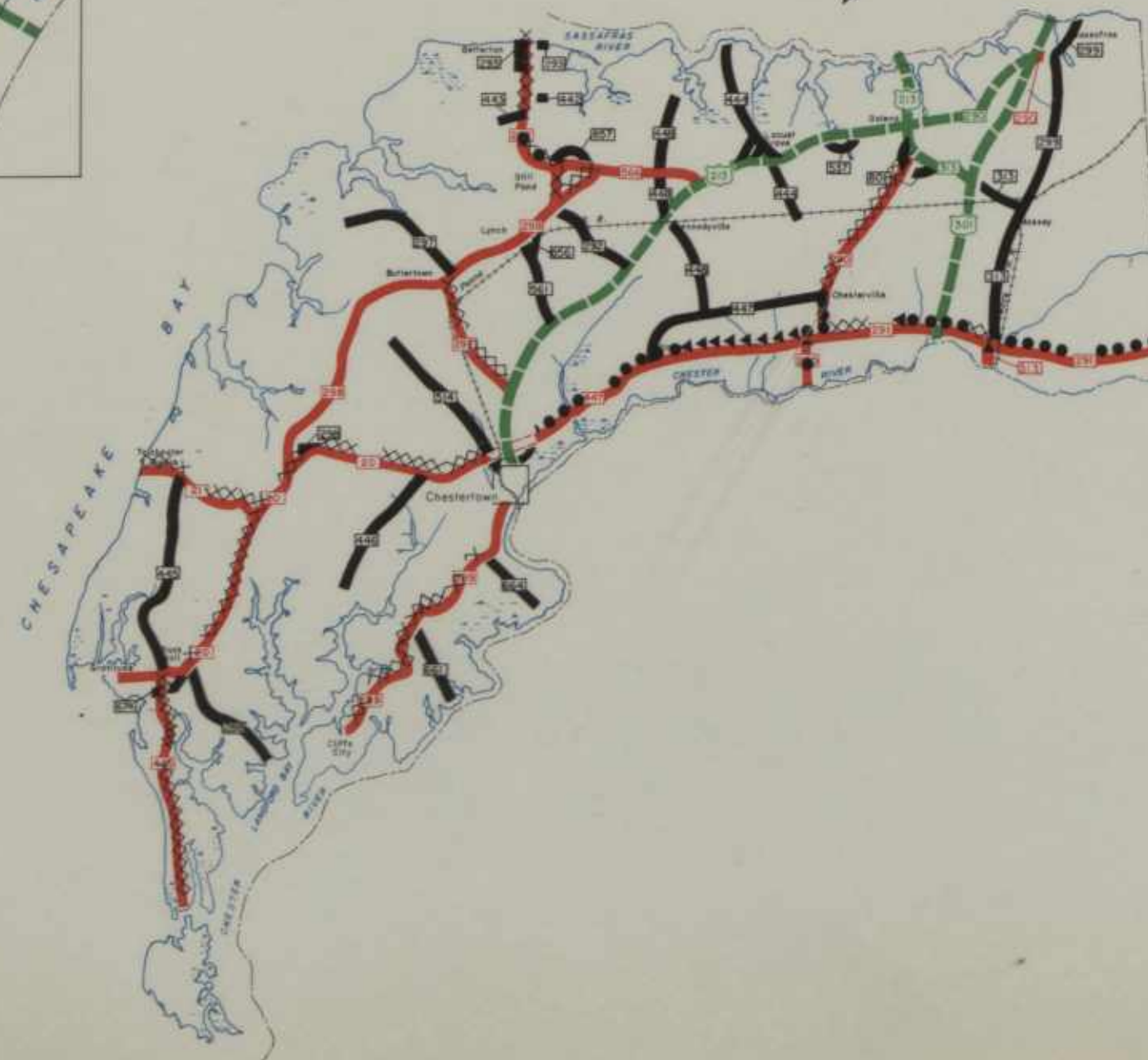
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961 - 1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961 - 1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
HOWARD COUNTY





CHESTERTOWN



LEGEND

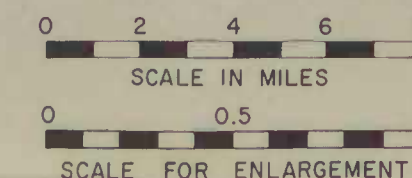
ROADWAY SYSTEMS

- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways
- State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

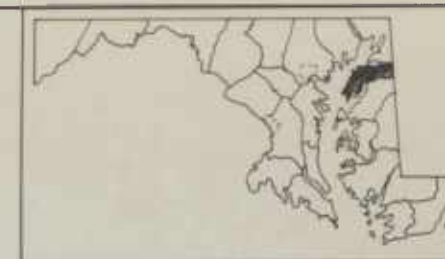
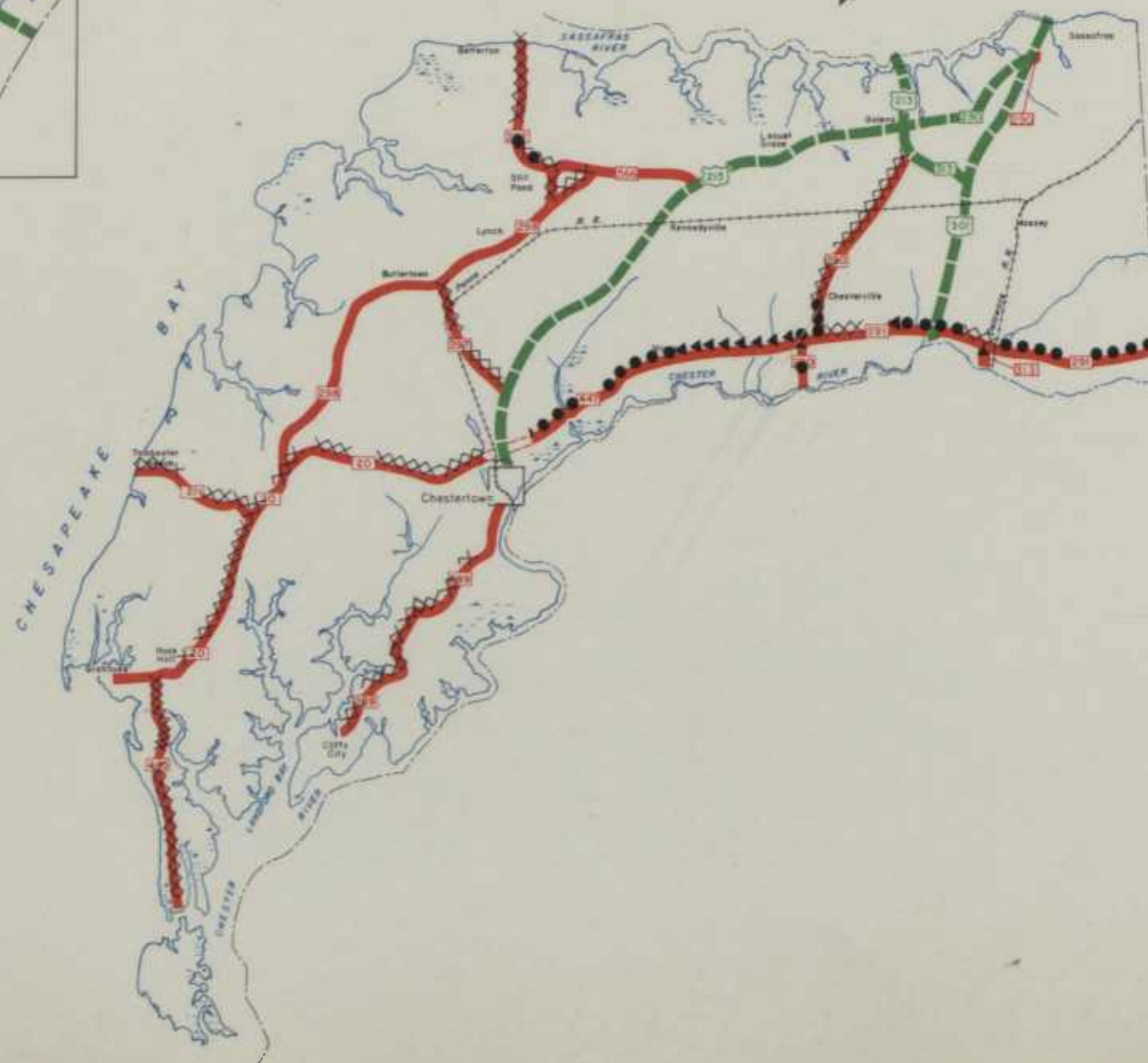
- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN **KENT COUNTY** Recommended Improvements to State Secondary Highway System and Roads Recommended for Transfer from State Secondary Highway System to Kent County





CHESTERTOWN



LEGEND

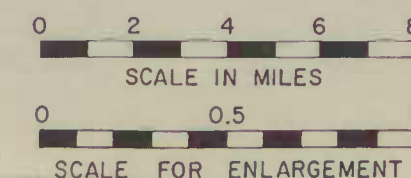
ROADWAY SYSTEMS

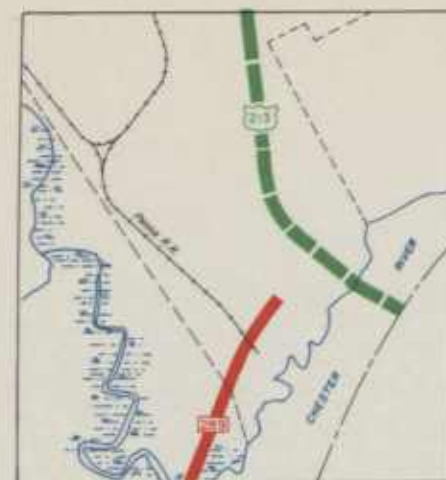
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

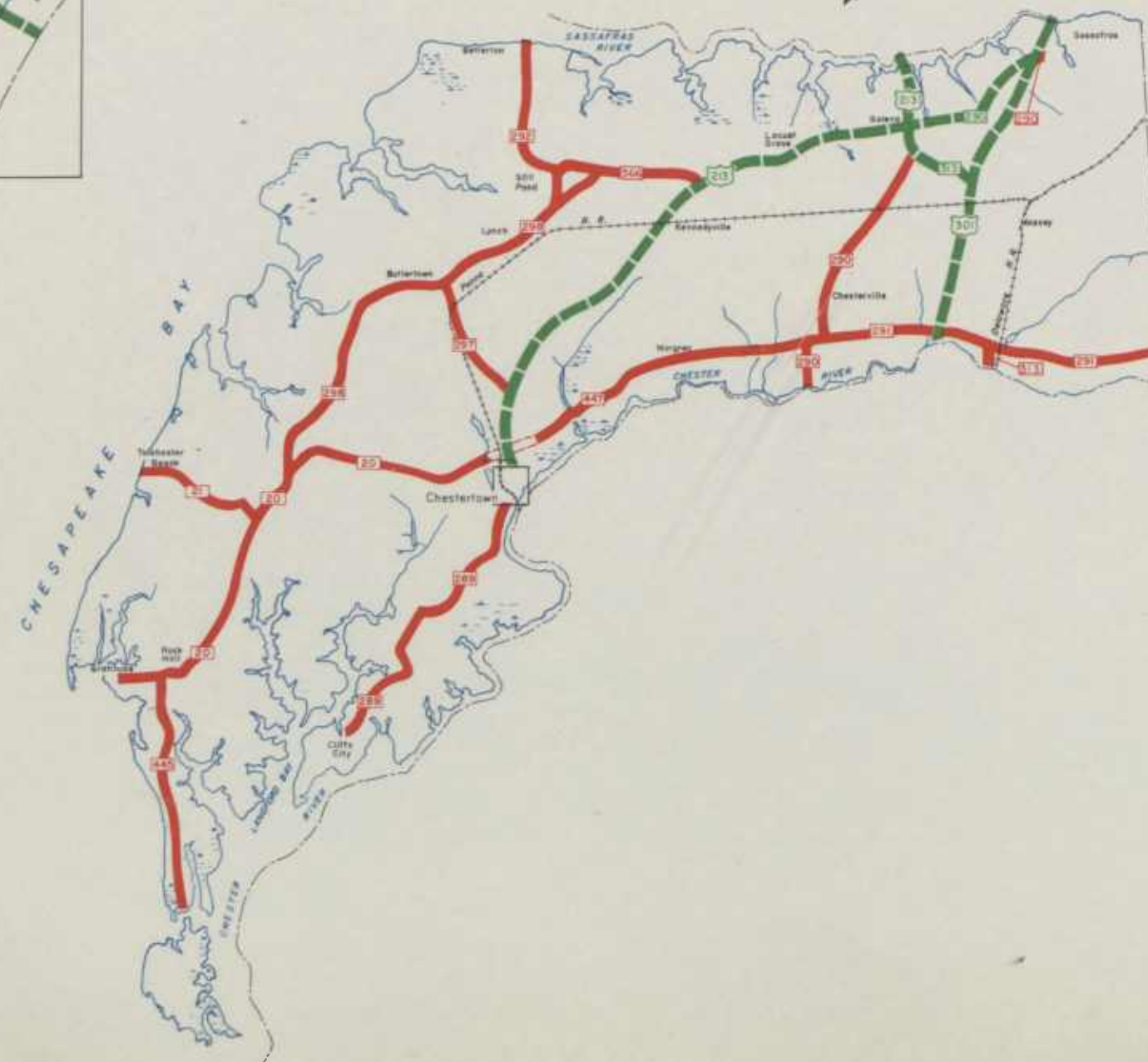
- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
KENT COUNTY
Recommended Improvements to State Secondary Highway System





CHESTERTOWN



N

LEGEND

ROADWAY SYSTEMS

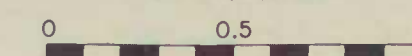
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- - - Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS

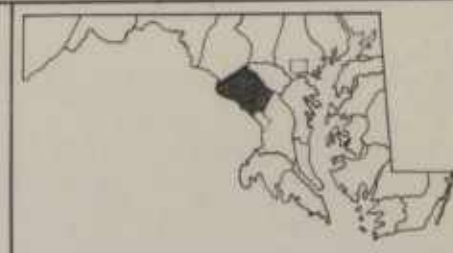
IN
KENT COUNTY



SCALE IN MILES



SCALE FOR ENLARGEMENT



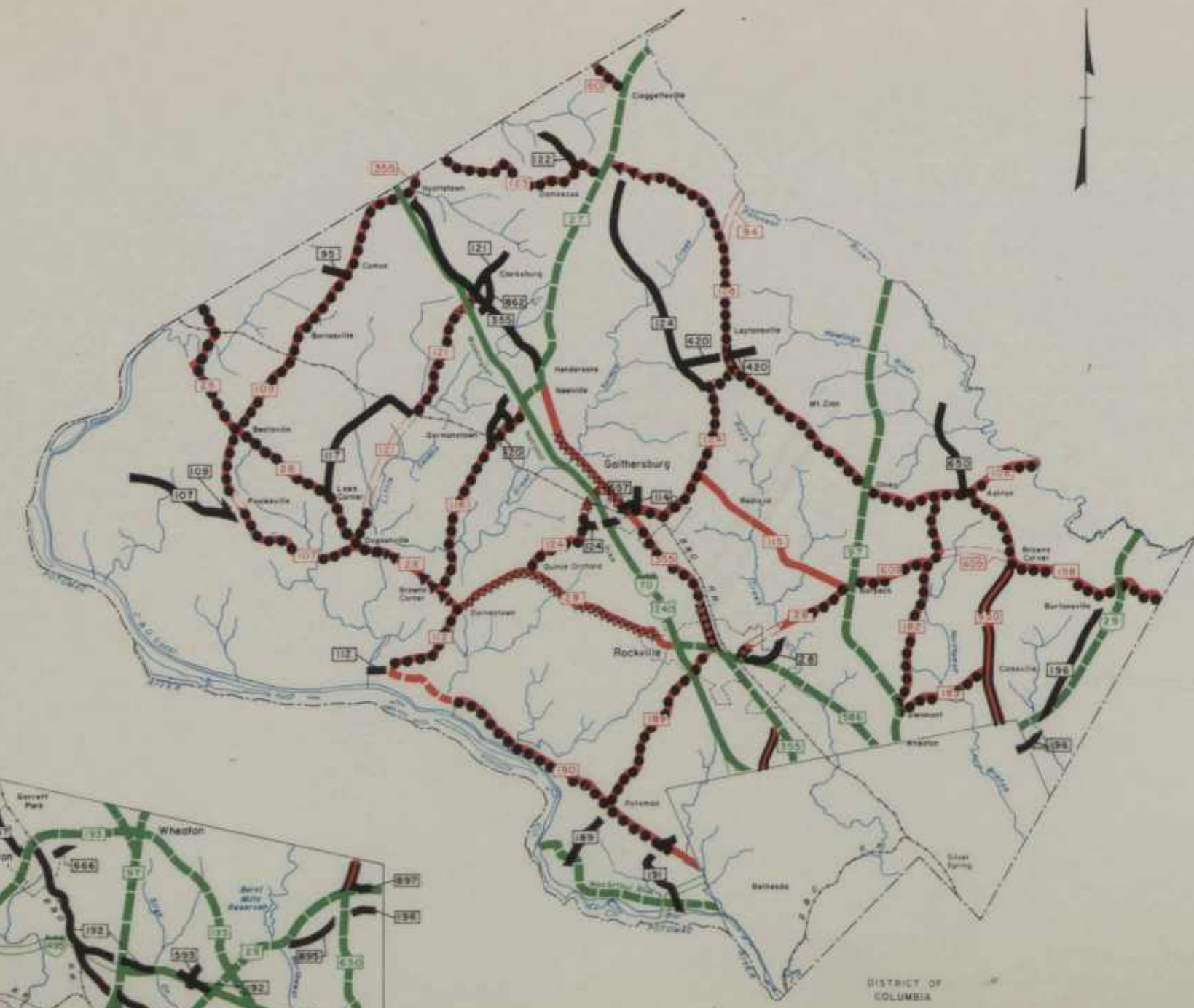
LEGEND

ROADWAY SYSTEMS

- Interstate Highway System—Existing & Under Construction
- Planned Interstate Highway System (1961–1975)
- Primary Highway System—Existing & Under Construction
- Planned Primary Highway System (1961–1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

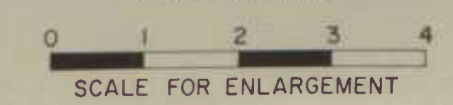
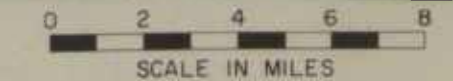
State Highways Recommended for Transfer to County SECONDARY ROADWAY IMPROVEMENTS (1961–1975)

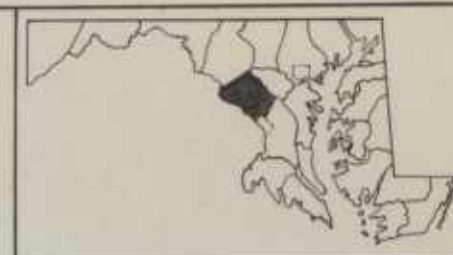
- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only
- Funds Available For Improvement



INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN MONTGOMERY COUNTY Recommended Improvements to State Secondary Highway System

and
Roads Recommended for Transfer from
State Secondary Highway System to Montgomery County





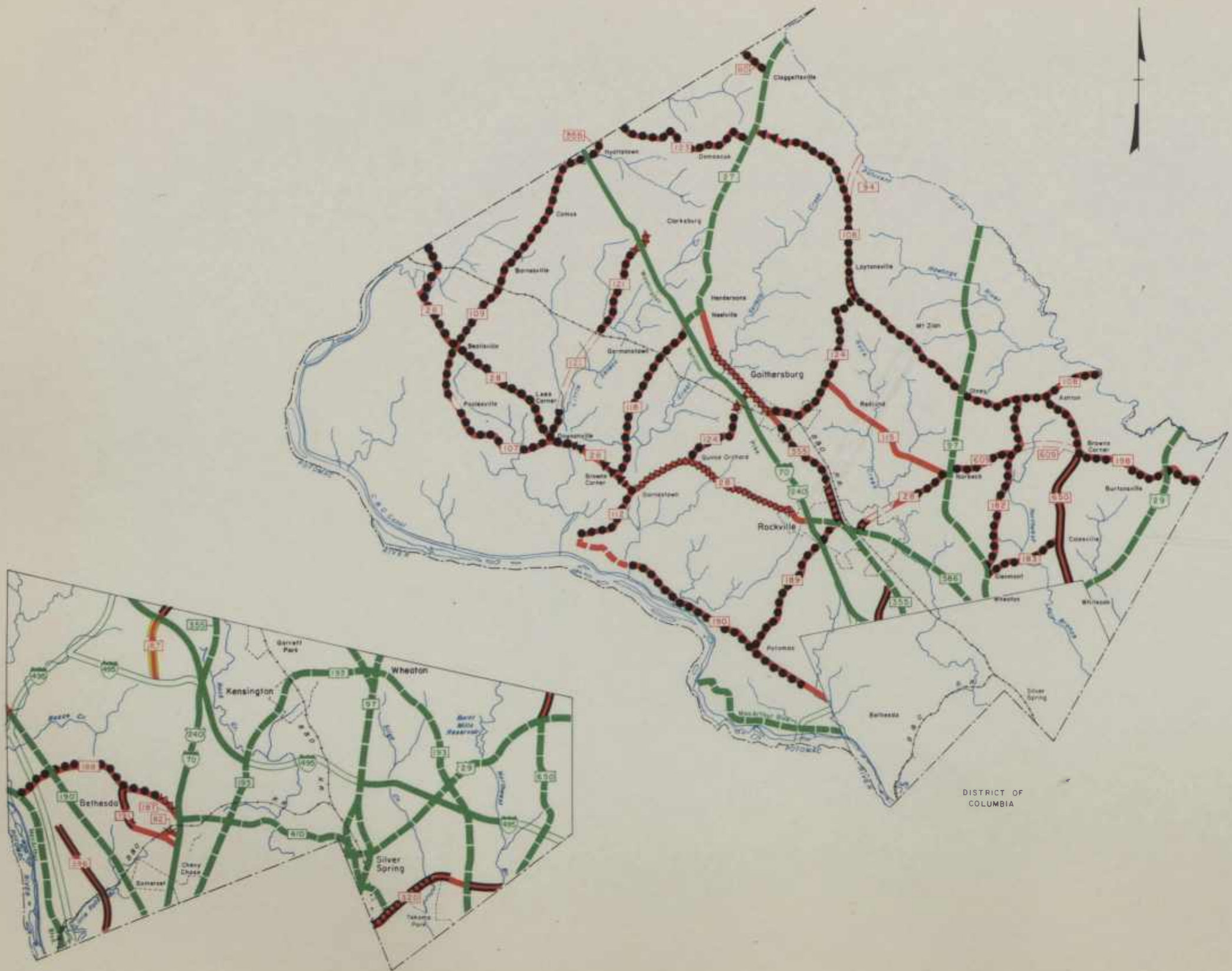
LEGEND

ROADWAY SYSTEMS

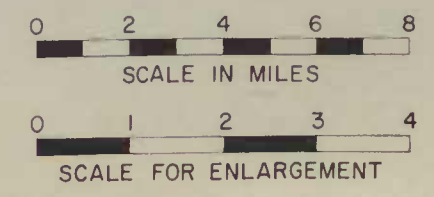
- Interstate Highway System—Existing & Under Construction
- Programmed Interstate Highway System (1961–1975)
- Primary Highway System—Existing & Under Construction
- Programmed Primary Highway System (1961–1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961–1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only
- Funds Available For Improvement





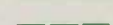
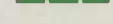



INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
MONTGOMERY COUNTY
Recommended Improvements to State Secondary Highway System

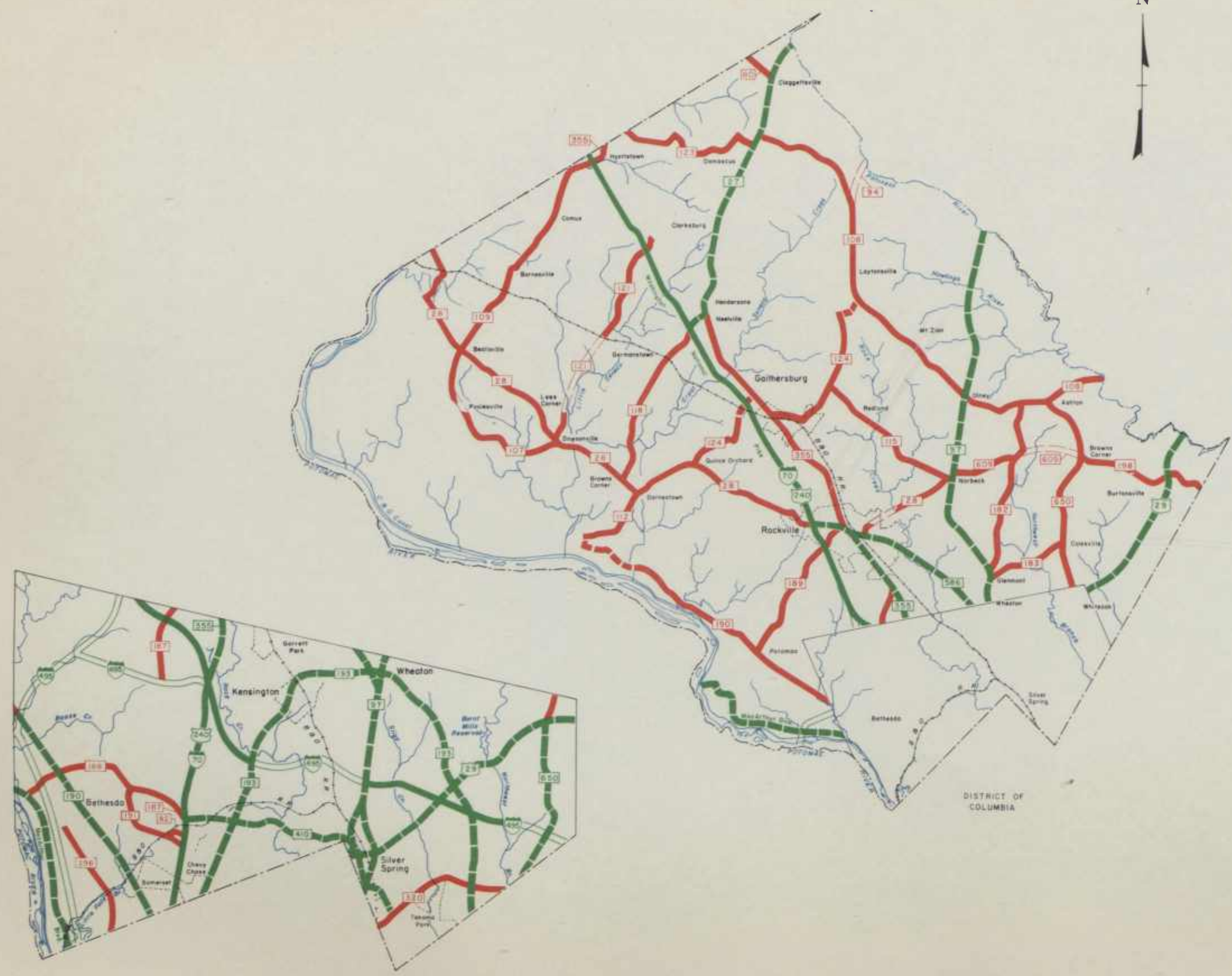




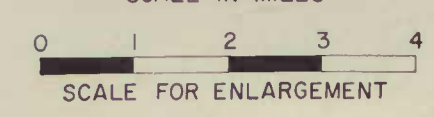
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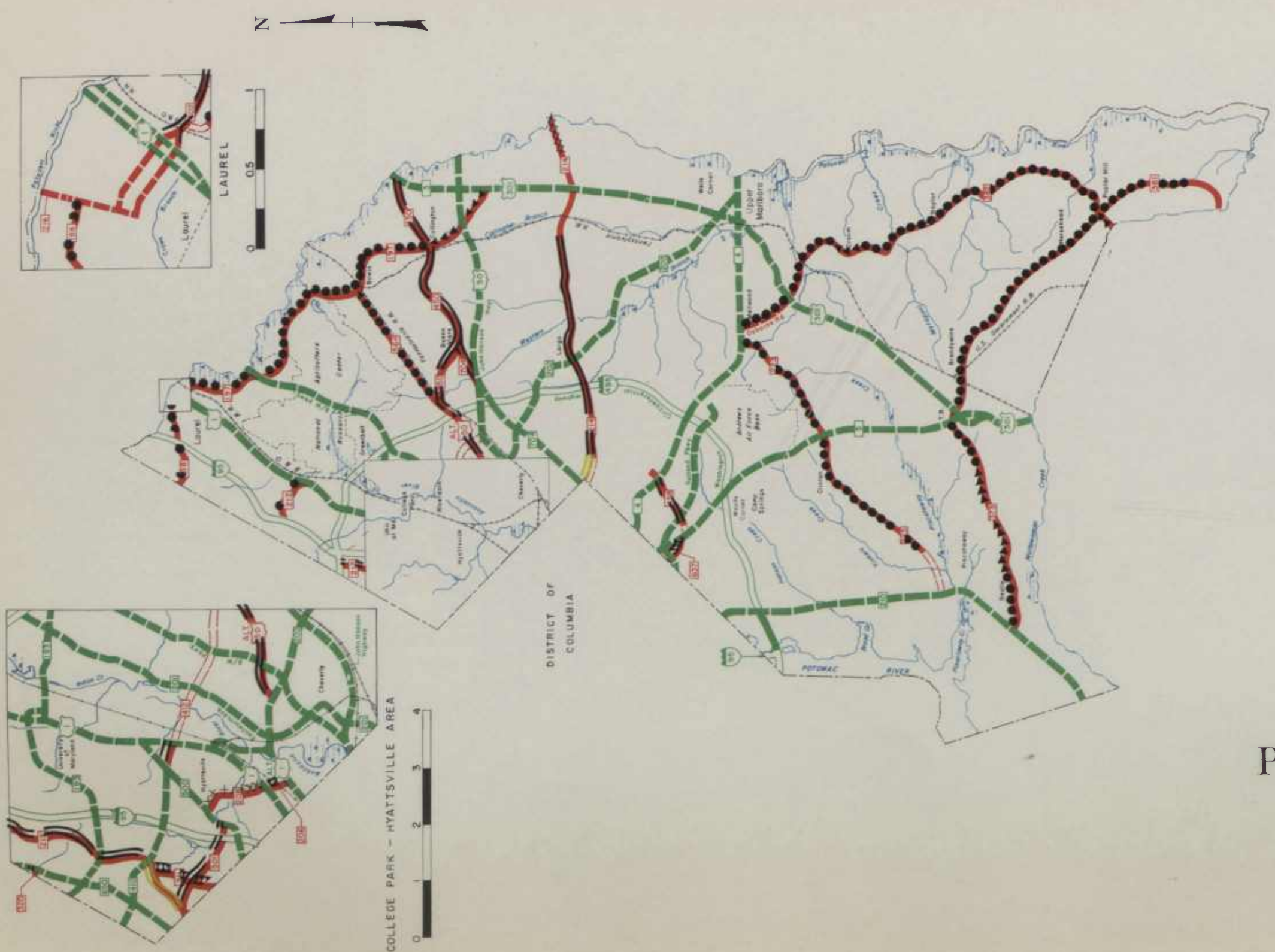
ROADWAY SYSTEMS

-  Interstate Highway System—
Existing & Under Construction
-  Programmed Interstate Highway
System (1961-1975)
-  Primary Highway System—
Existing & Under Construction
-  Programmed Primary Highway
System (1961-1965)
-  Secondary Highway System
-  County Roads Recommended for Transfer
to the State Secondary Highway System
-  Recommended New Secondary Highways



INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
MONTGOMERY COUNTY





LEGEND

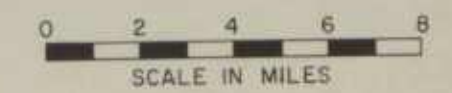
ROADWAY SYSTEMS

- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only
- Funds Available For Improvement

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
PRINCE GEORGES COUNTY
Recommended Improvements to State Secondary Highway System



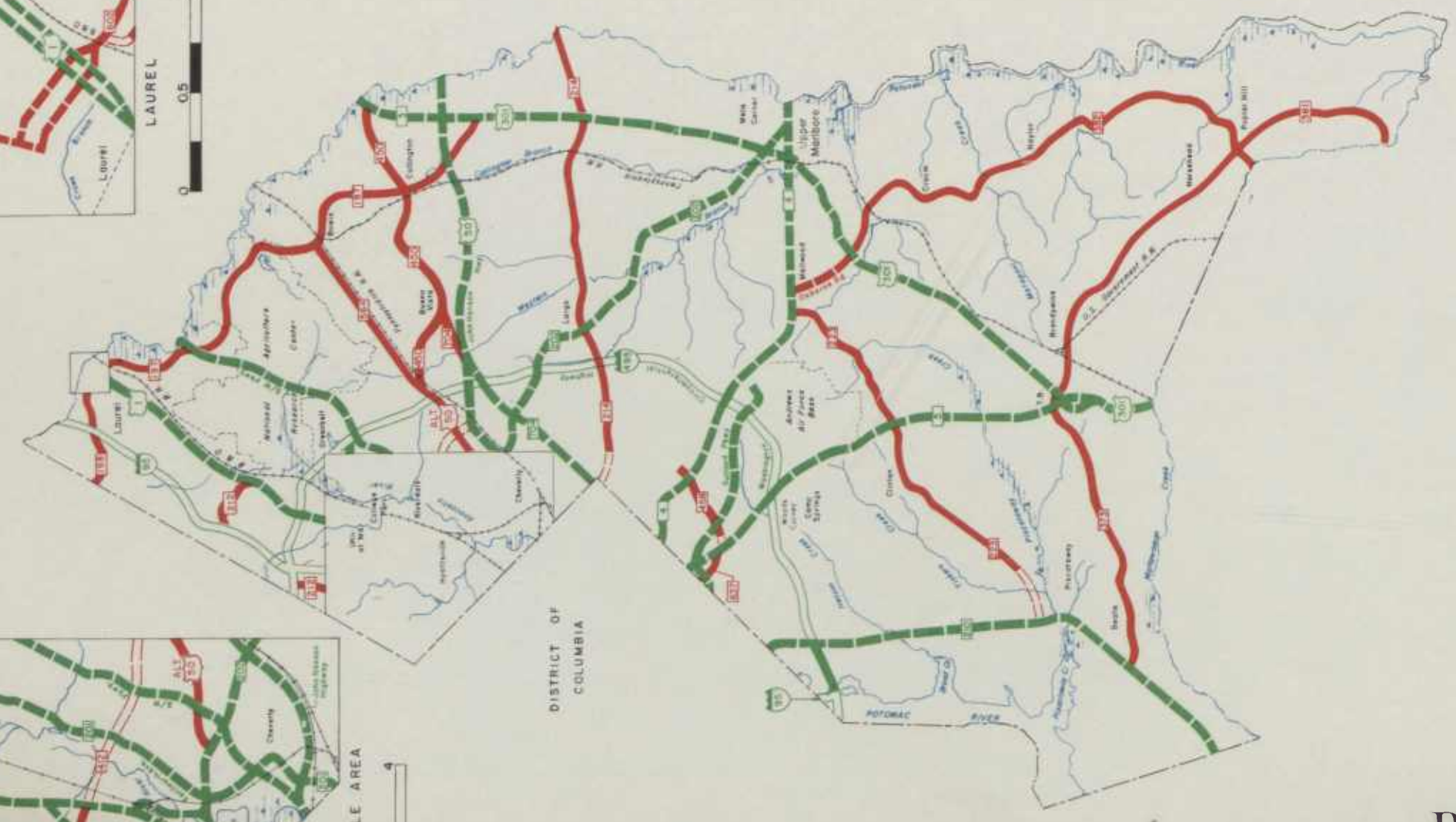
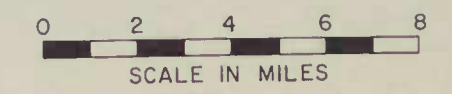


LEGEND

ROADWAY SYSTEMS

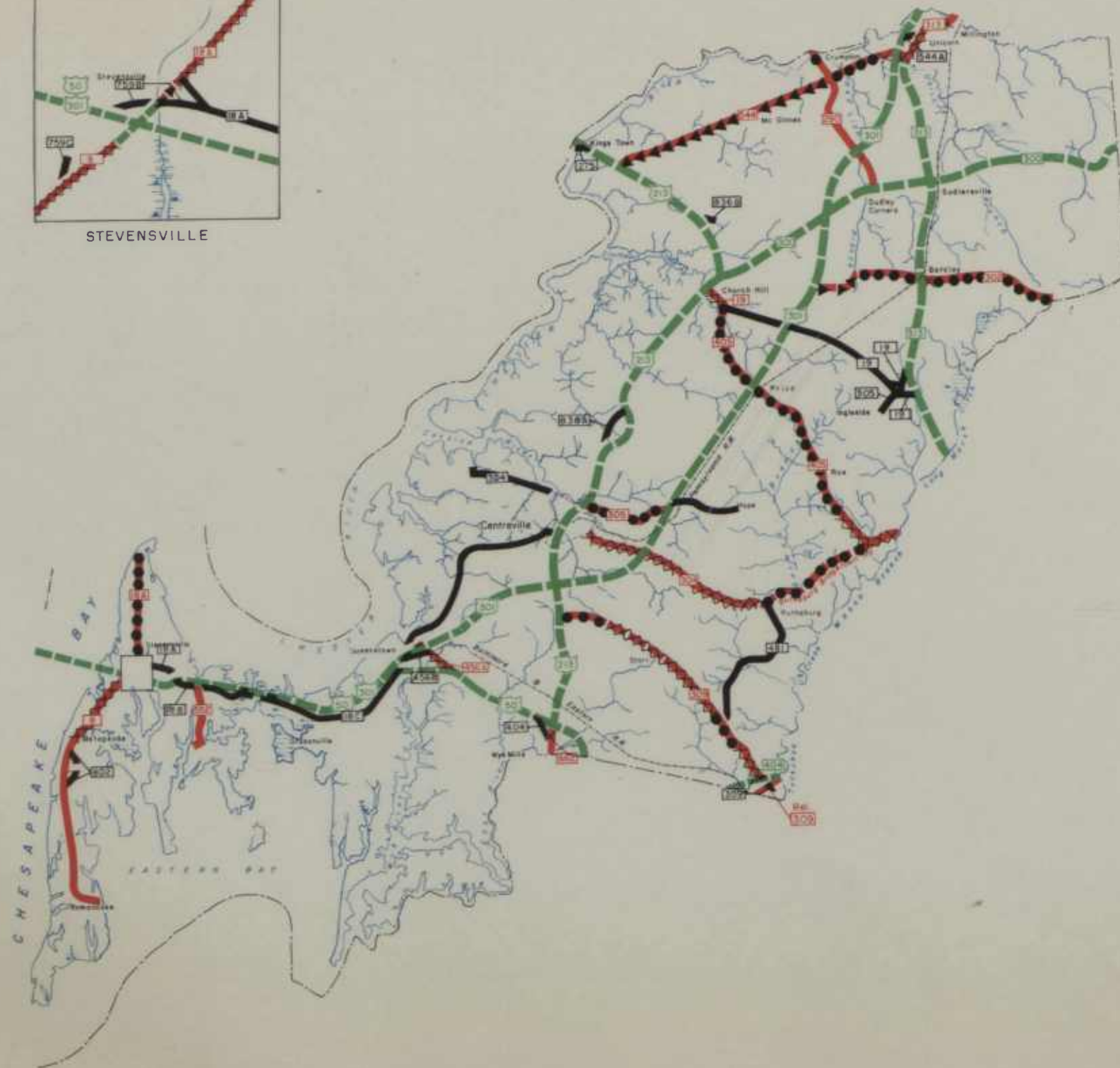
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
PRINCE GEORGES COUNTY





STEVENSVILLE



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LEGEND

ROADWAY SYSTEMS

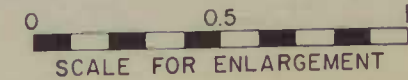
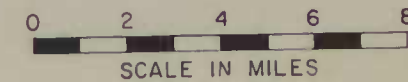
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways
- State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN QUEEN ANNES COUNTY

Recommended Improvements to State Secondary Highway System
 Roads Recommended for Transfer from
 State Secondary Highway System to Queen Annes County

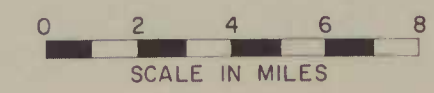


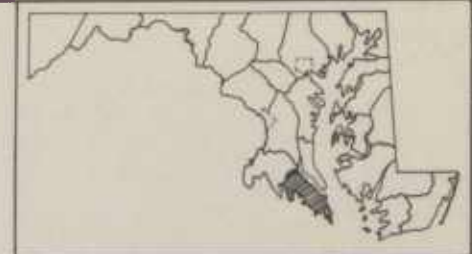
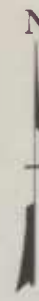


LEGEND

- ROADWAY SYSTEMS**
- Interstate Highway System - Existing & Under Construction
 - Programmed Interstate Highway System (1961-1975)
 - Primary Highway System - Existing & Under Construction
 - Programmed Primary Highway System (1961-1965)
 - Secondary Highway System
 - County Roads Recommended for Transfer to the State Secondary Highway System
 - Recommended New Secondary Highways
 - State Highways Recommended for Transfer to County
- SECONDARY ROADWAY IMPROVEMENTS (1961-1975)**
- Divided Reconstruction
 - Divided Modernization
 - Multi-lane Undivided Reconstruction
 - Multi-lane Undivided Modernization
 - Two Lane Reconstruction
 - Two Lane Modernization
 - Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
ST. MARY'S COUNTY
Recommended Improvements to State Secondary Highway System
and
Roads Recommended for Transfer from
State Secondary Highway System to ST. Marys County



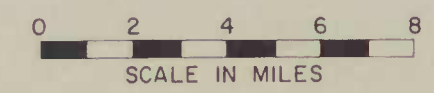


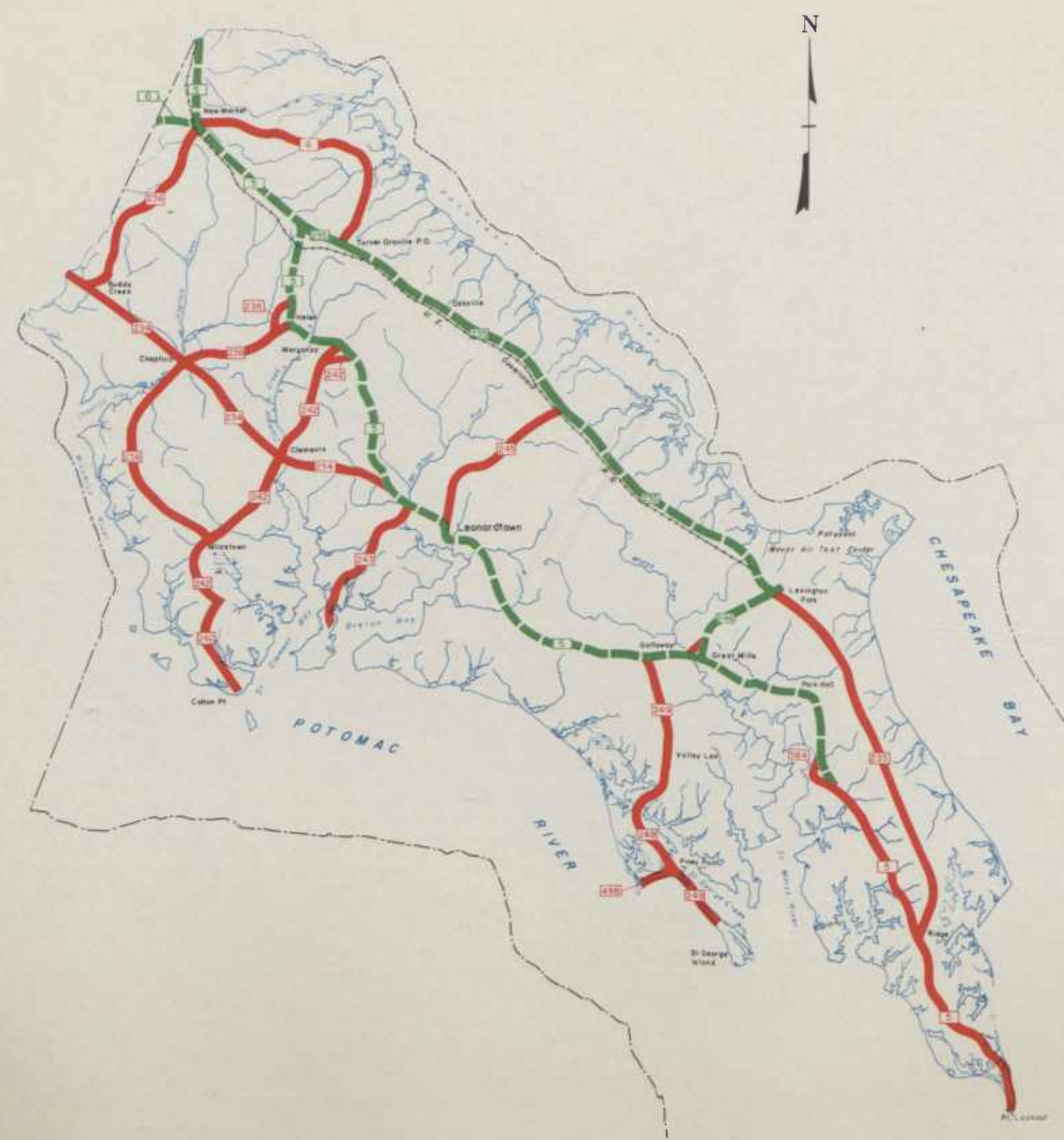
LEGEND

- ROADWAY SYSTEMS**
- Interstate Highway System—
Existing & Under Construction
 - - - - - Programmed Interstate Highway
System (1961-1975)
 - - - - - Primary Highway System—
Existing & Under Construction
 - - - - - Programmed Primary Highway
System (1961-1965)
 - Secondary Highway System
 - - - - - County Roads Recommended for Transfer
to the State Secondary Highway System
 - - - - - Recommended New Secondary Highways

- SECONDARY ROADWAY IMPROVEMENTS (1961-1975)**
- ===== Divided Reconstruction
 - Divided Modernization
 - XXXXXX Multi-lane Undivided Reconstruction
 - +++++ Multi-lane Undivided Modernization
 - ◀◀◀◀ Two Lane Reconstruction
 - Two Lane Modernization
 - XXXXXX Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
ST. MARYS COUNTY
Recommended Improvements to State Secondary Highway System



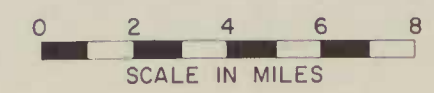


LEGEND

ROADWAY SYSTEMS

- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
ST. MARYS COUNTY





LEGEND

ROADWAY SYSTEMS

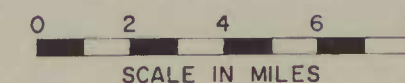
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways
- State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two-lane Reconstruction
- Two-lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN SOMERSET COUNTY

Recommended Improvements to State Secondary Highway System
and
Roads Recommended for Transfer from
State Secondary Highway System to Somerset County





LEGEND

ROADWAY SYSTEMS

- Interstate Highway System - Existing & Under Construction
- - - - - Programmed Interstate Highway System (1961-1975)
- · - · - Primary Highway System - Existing & Under Construction
- - - - - Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- - - - - County Roads Recommended for Transfer to the State Secondary Highway System
- · - · - Recommended New Secondary Highways

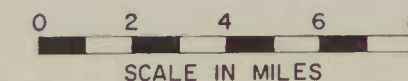
SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

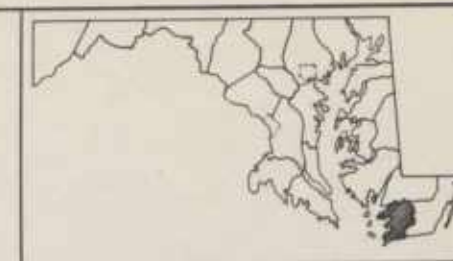
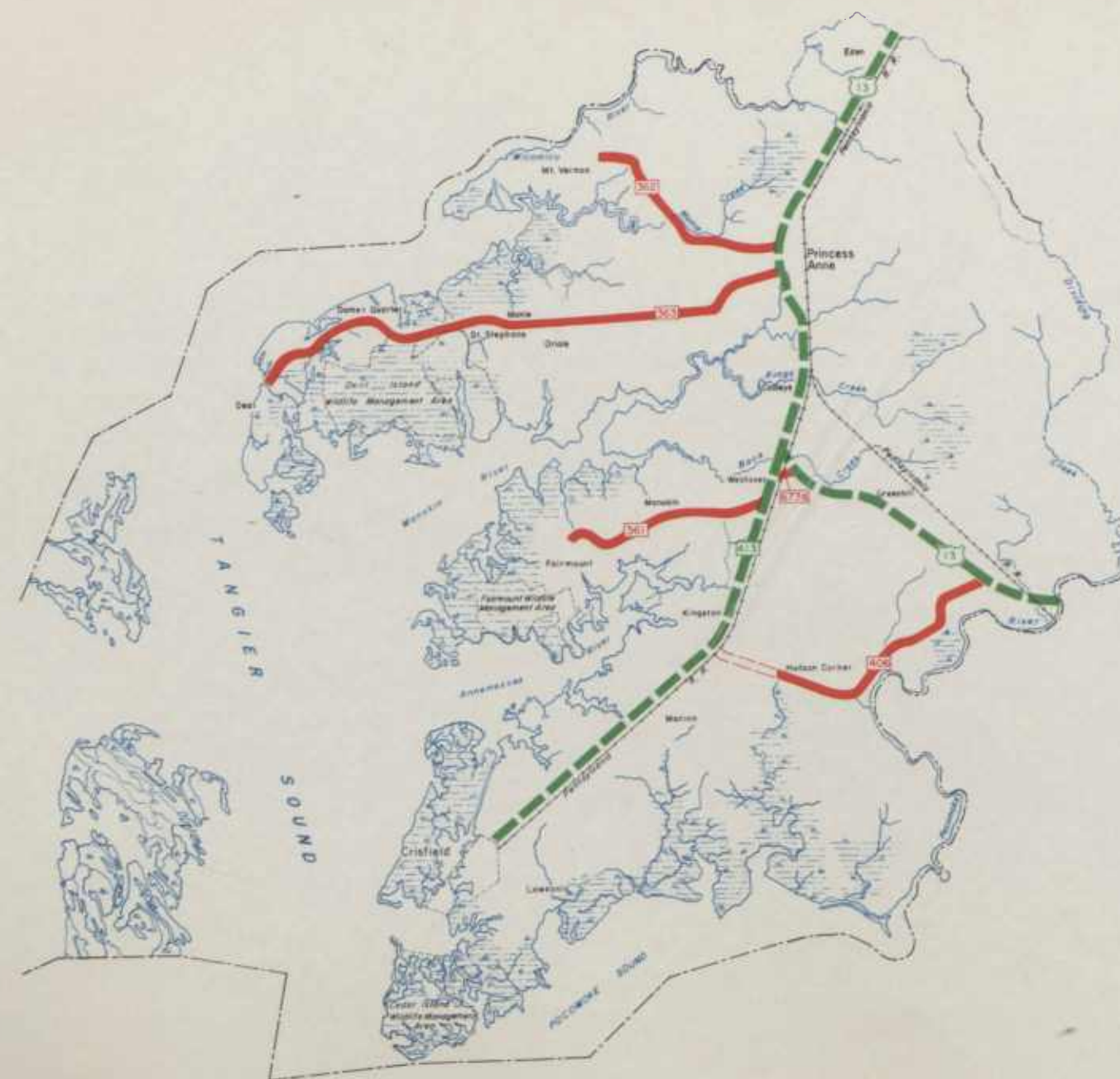
- Divided Reconstruction
- · - · - Divided Modernization
- · - · - Multi-lane Undivided Reconstruction
- + + + Multi-lane Undivided Modernization
- < < < < Two-lane Reconstruction
- ● ● ● Two-lane Modernization
- x x x x Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN

SOMERSET COUNTY

Recommended Improvements to State Secondary Highway System

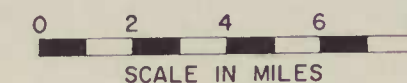


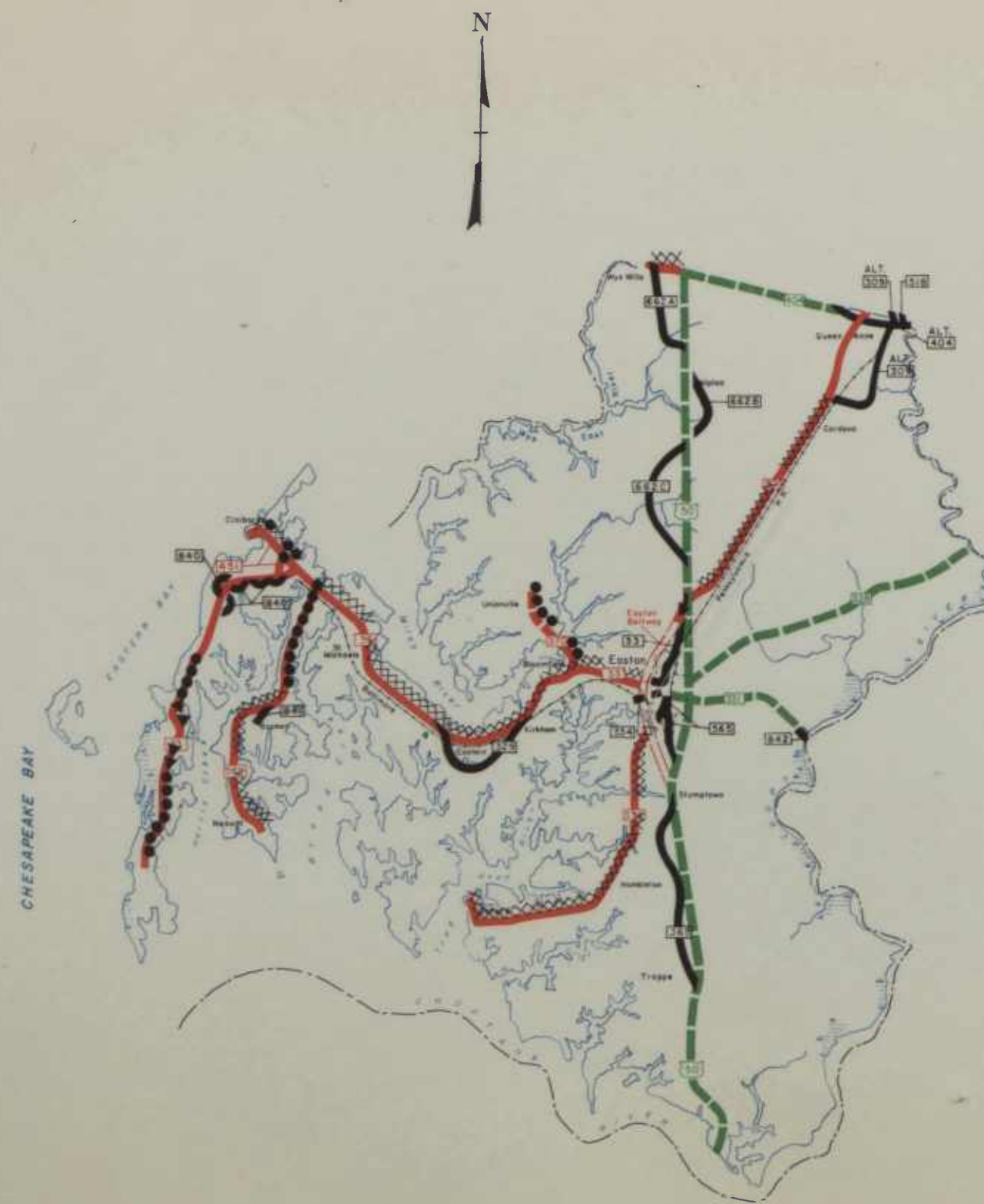


LEGEND

- ROADWAY SYSTEMS**
- Interstate Highway System — Existing & Under Construction
 - - - - Programmed Interstate Highway System (1961-1975)
 - - - - Primary Highway System — Existing & Under Construction
 - - - - Programmed Primary Highway System (1961-1965)
 - Secondary Highway System
 - - - - County Roads Recommended for Transfer to the State Secondary Highway System
 - - - - Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN SOMERSET COUNTY





LEGEND

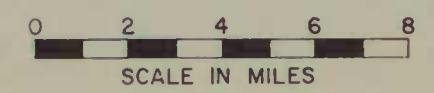
ROADWAY SYSTEMS

- Interstate Highway System - Existing & Under Construction
- - - - - Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- - - - - Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- - - - - County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways
- State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- - - - - Divided Modernization
- x x x x x Multi-lane Undivided Reconstruction
- + + + + + Multi lane Undivided Modernization
- < < < < Two Lane Reconstruction
- ● ● ● ● Two Lane Modernization
- x x x x x Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
TALBOT COUNTY
Recommended Improvements to State Secondary Highway System
and
Roads Recommended for Transfer from
State Secondary Highway System to Talbot County





LEGEND

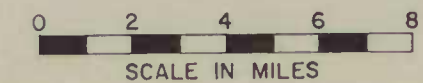
ROADWAY SYSTEMS

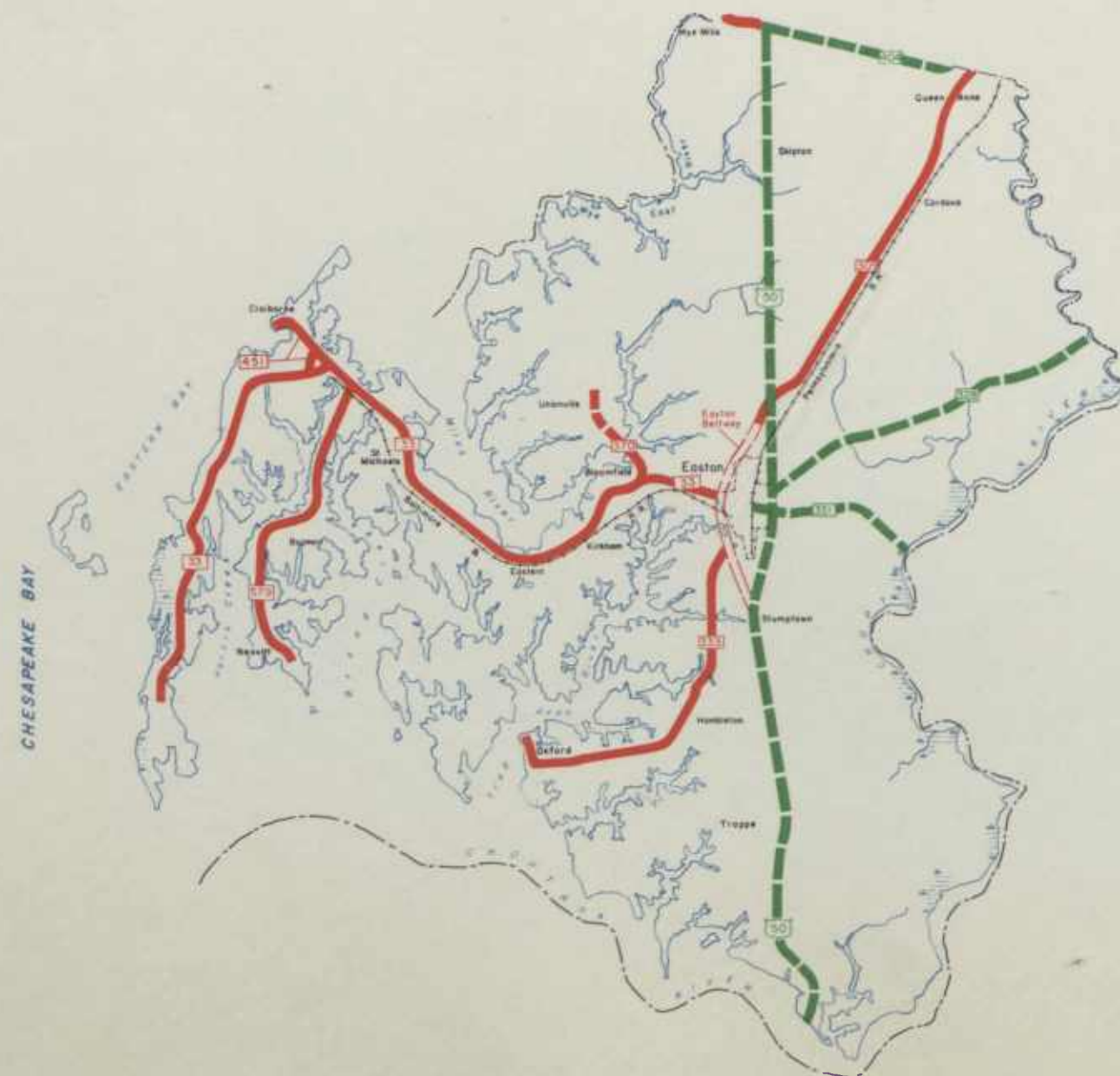
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN **TALBOT COUNTY** Recommended Improvements to State Secondary Highway System



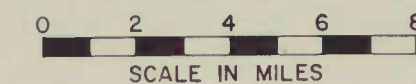


LEGEND

ROADWAY SYSTEMS

- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN TALBOT COUNTY





LEGEND

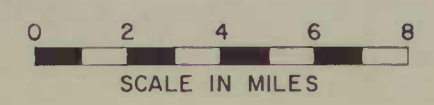
ROADWAY SYSTEMS

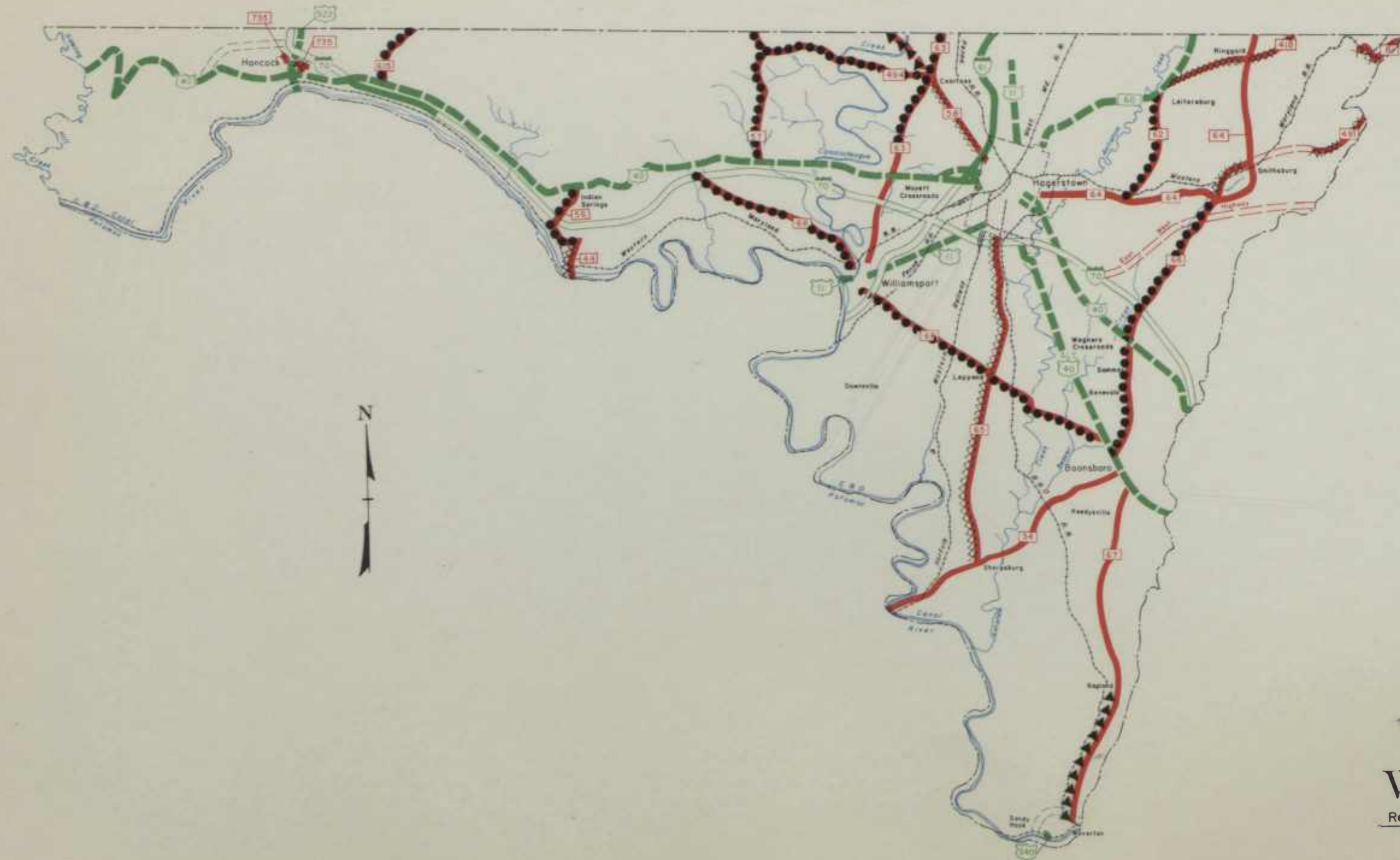
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways
- State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
WASHINGTON COUNTY
Recommended Improvements to State Secondary Highway System
and
Roads Recommended for Transfer from
State Secondary Highway System to Washington County





LEGEND

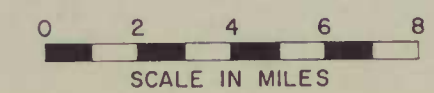
ROADWAY SYSTEMS

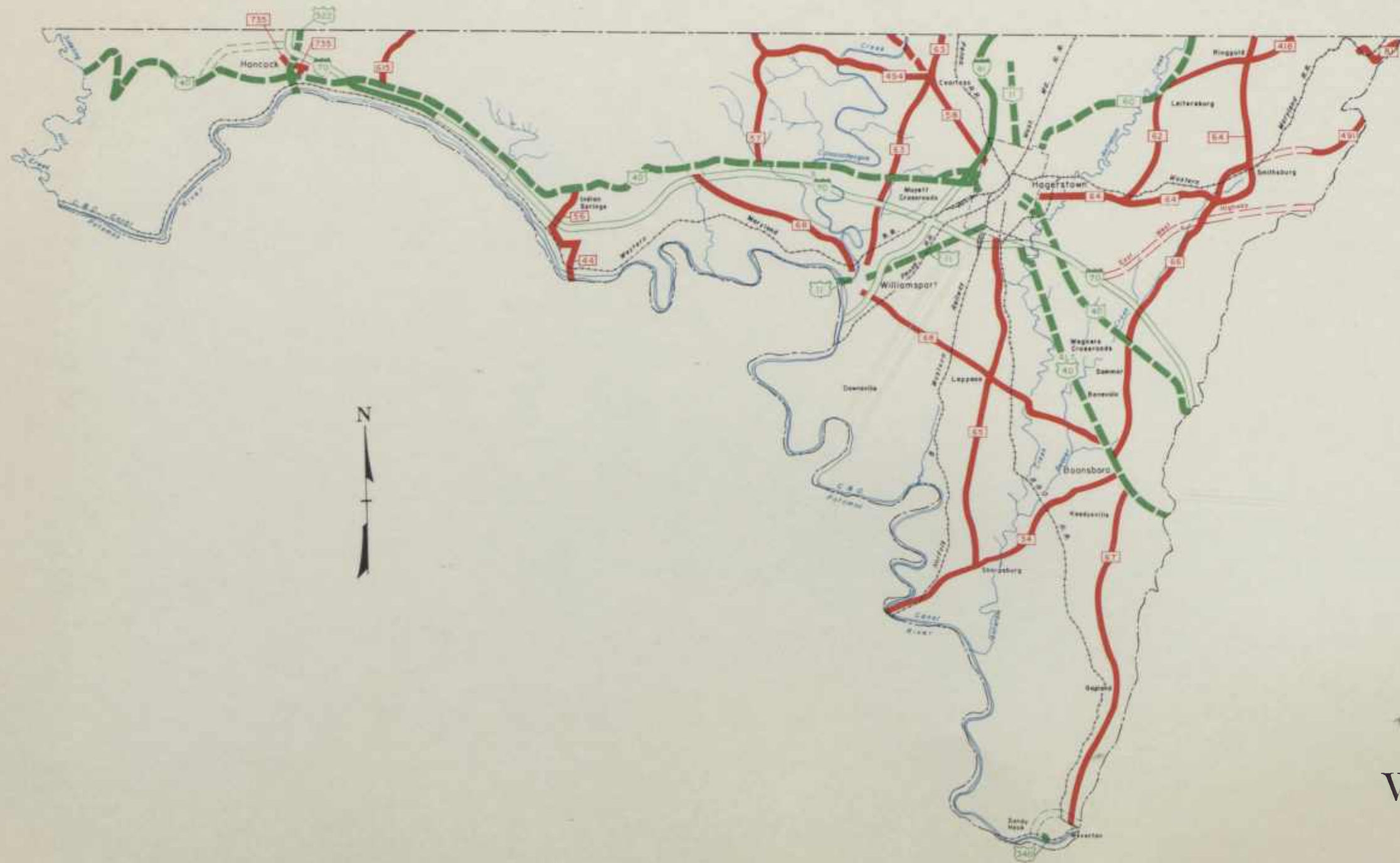
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN WASHINGTON COUNTY Recommended Improvements to State Secondary Highway System and



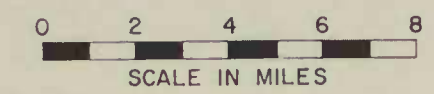


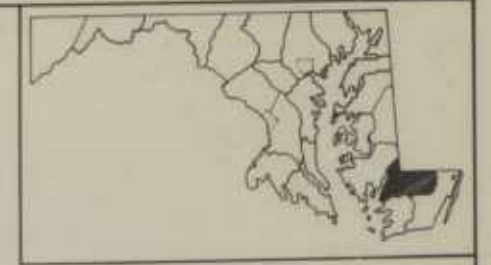
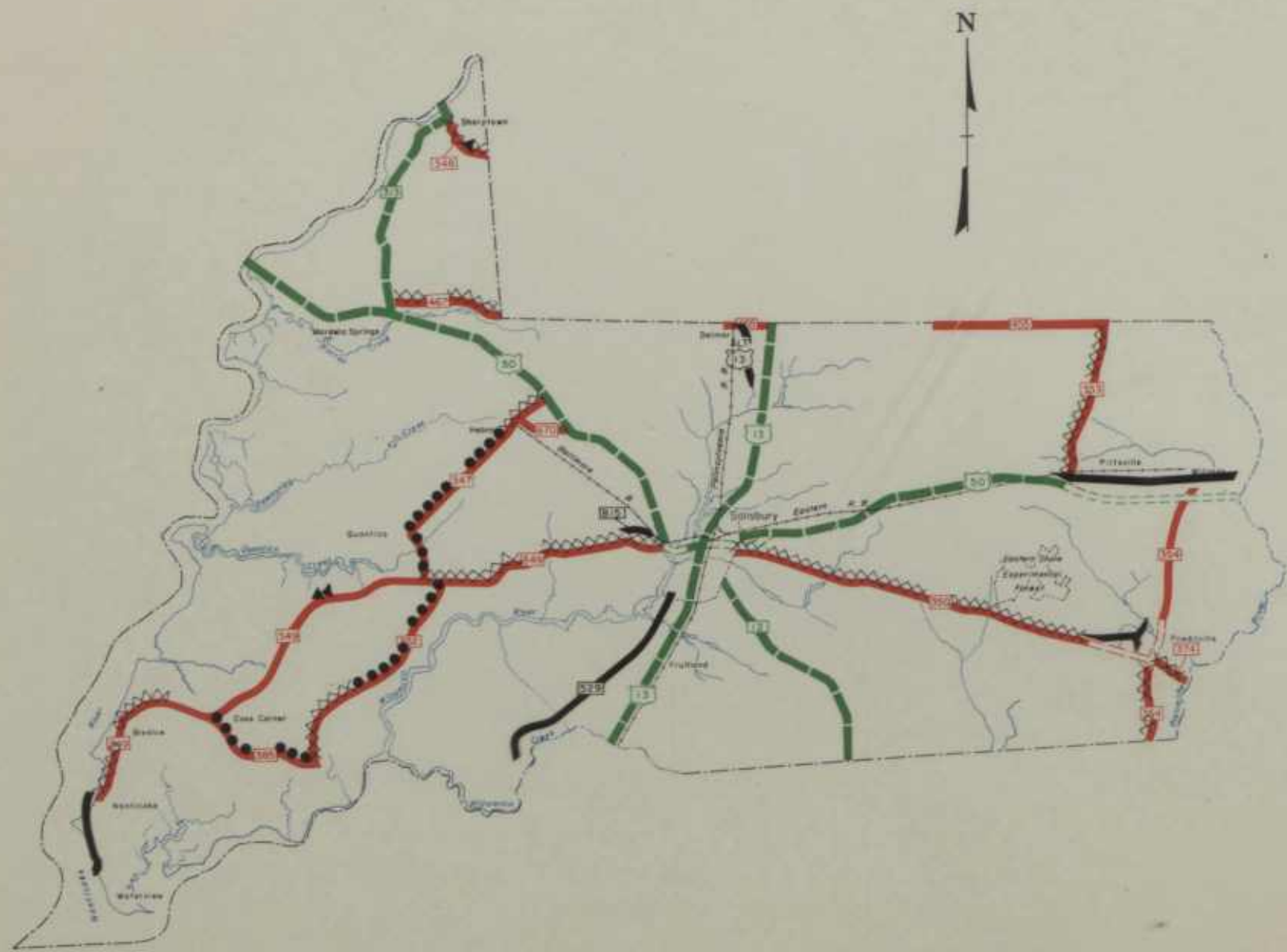
LEGEND

ROADWAY SYSTEMS

- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN WASHINGTON COUNTY





LEGEND

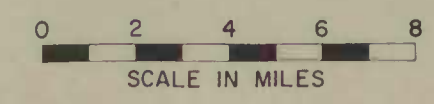
ROADWAY SYSTEMS

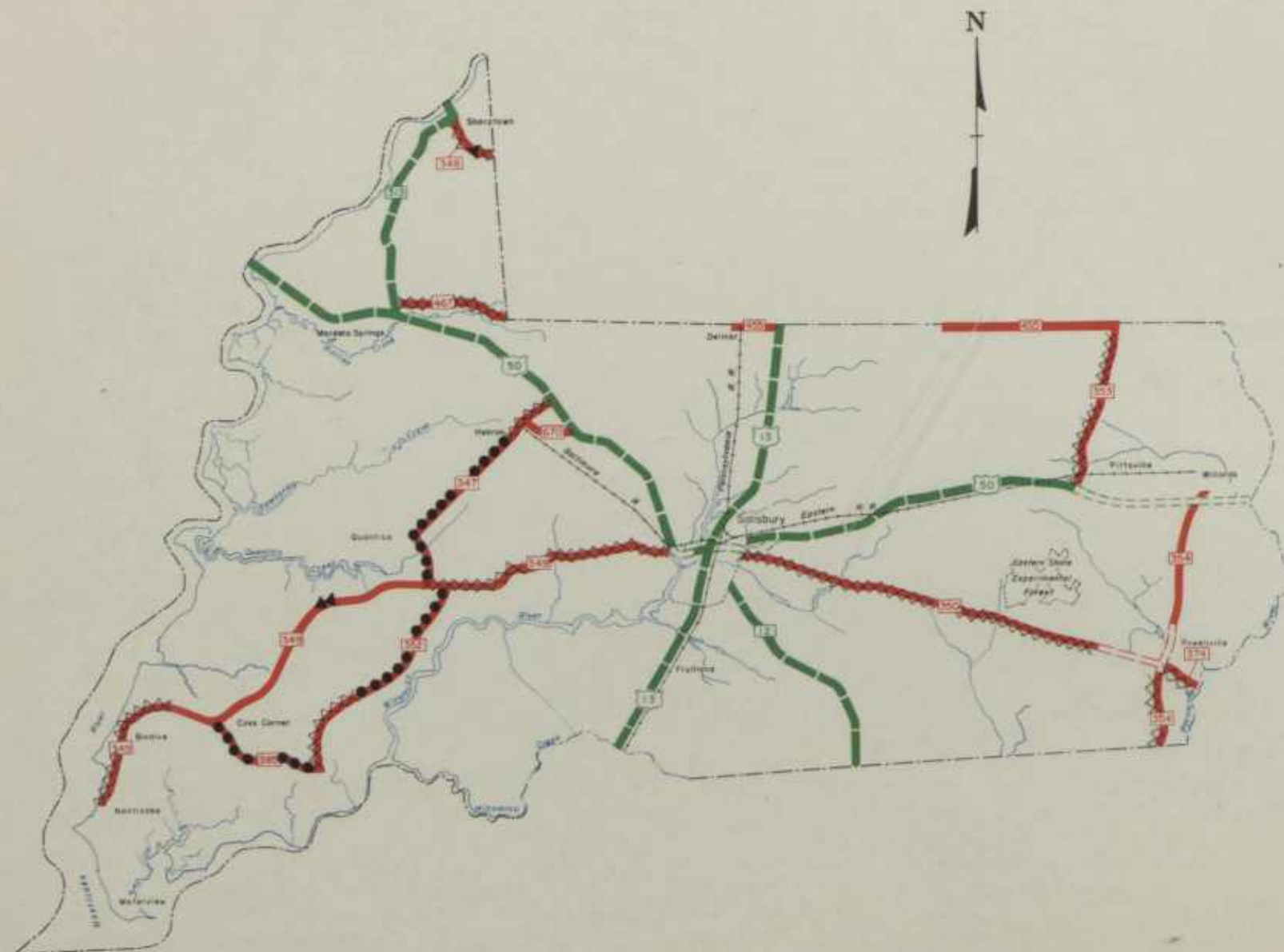
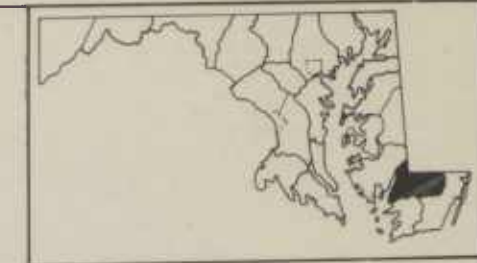
- Interstate Highway System — Existing & Under Construction
- - - - - Programmed Interstate Highway System (1961-1975)
- Primary Highway System — Existing & Under Construction
- - - - - Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- - - - - County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways
- State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- ■ ■ ■ ■ Divided Modernization
- × × × × × Multi-lane Undivided Reconstruction
- + + + + + Multi-lane Undivided Modernization
- ◀ ◀ ◀ ◀ Two Lane Reconstruction
- ● ● ● ● Two Lane Modernization
- × × × × × Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED
SECONDARY STATE HIGHWAY SYSTEMS
IN
WICOMICO COUNTY
Recommended Improvements to State Secondary Highway System
and
Roads Recommended for Transfer from
State Secondary Highway System to Wicomico County





LEGEND

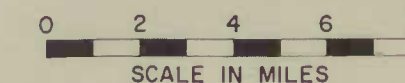
ROADWAY SYSTEMS

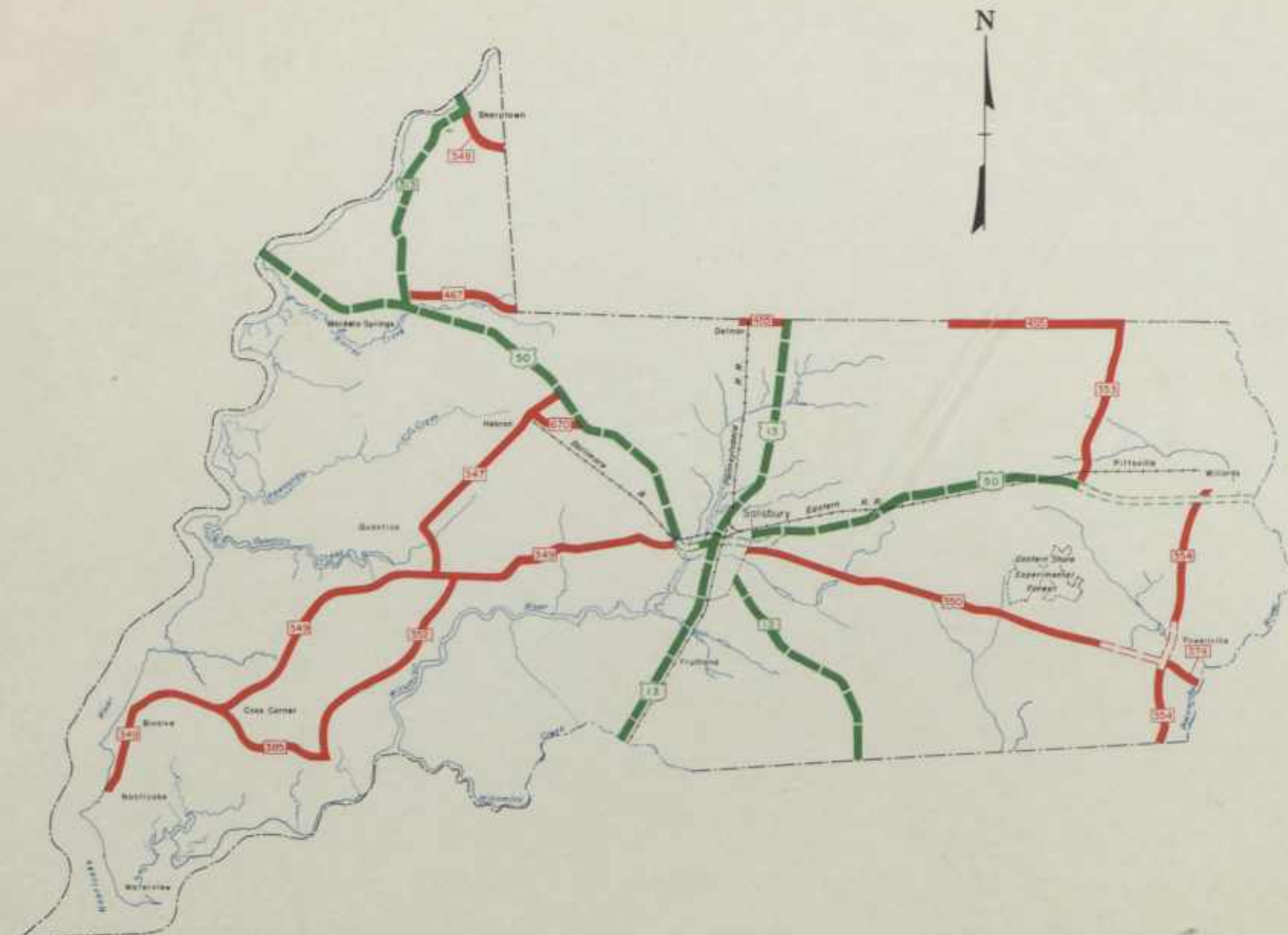
- Interstate Highway System — Existing & Under Construction
- - - - - Programmed Interstate Highway System (1961-1975)
- - - - - Primary Highway System — Existing & Under Construction
- - - - - Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- - - - - County Roads Recommended for Transfer to the State Secondary Highway System
- - - - - Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- Divided Reconstruction
- ■ ■ ■ ■ Divided Modernization
- x x x x x Multi-lane Undivided Reconstruction
- + + + + + Multi-lane Undivided Modernization
- ◀ ◀ ◀ ◀ Two Lane Reconstruction
- ● ● ● ● Two Lane Modernization
- x x x x x Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN **WICOMICO COUNTY** Recommended Improvements to State Secondary Highway System



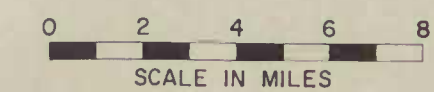


LEGEND

ROADWAY SYSTEMS

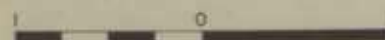
- Interstate Highway System — Existing & Under Construction
- - - - - Programmed Interstate Highway System (1961-1975)
- · - · - Primary Highway System — Existing & Under Construction
- - - - - Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- · - · - County Roads Recommended for Transfer to the State Secondary Highway System
- - - - - Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN WICOMICO COUNTY

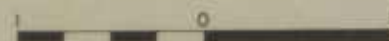




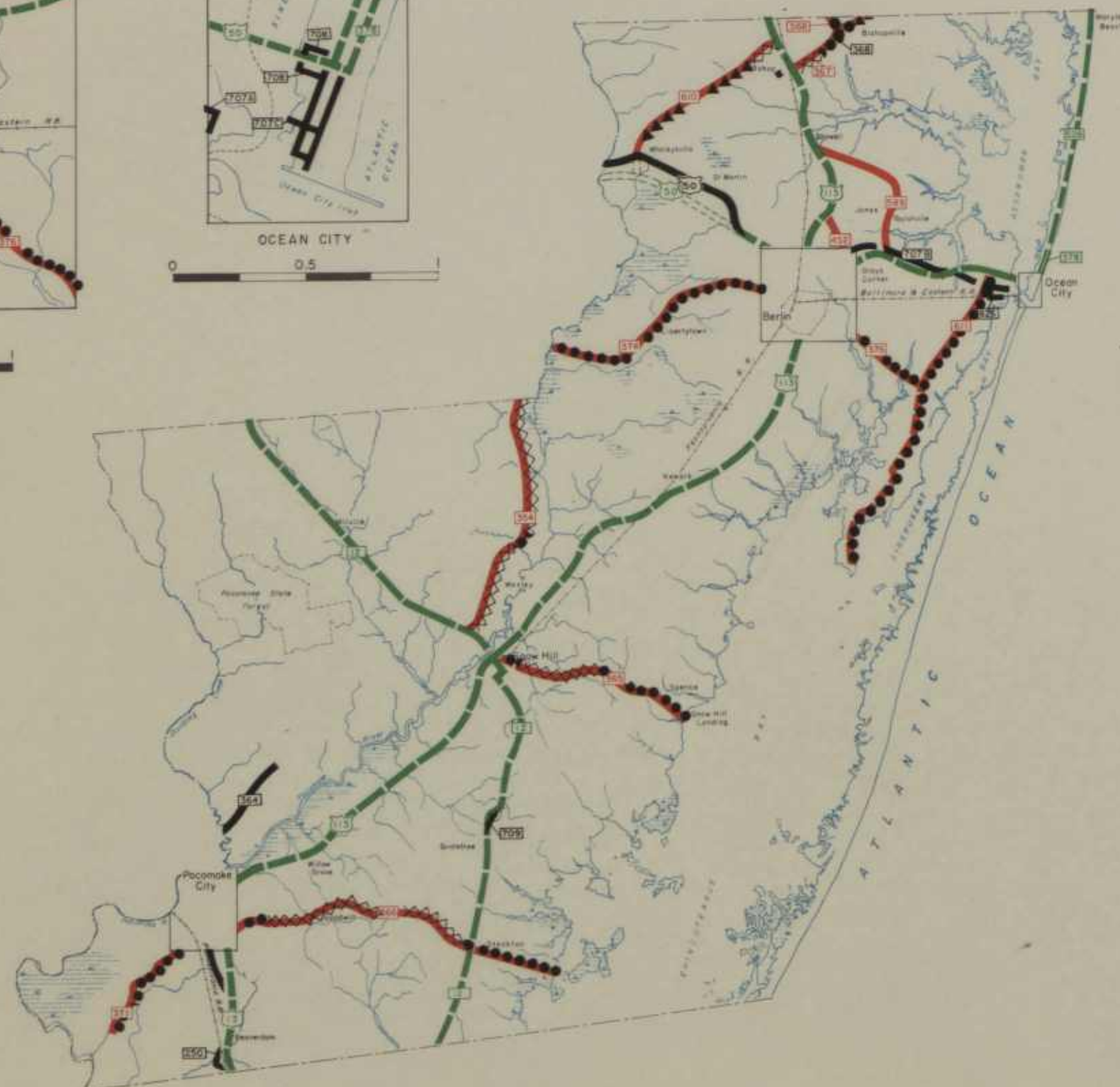
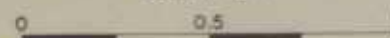
BERLIN



POCOMOKE CITY



OCEAN CITY



N

LEGEND

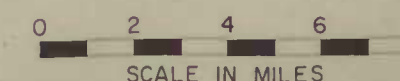
ROADWAY SYSTEMS

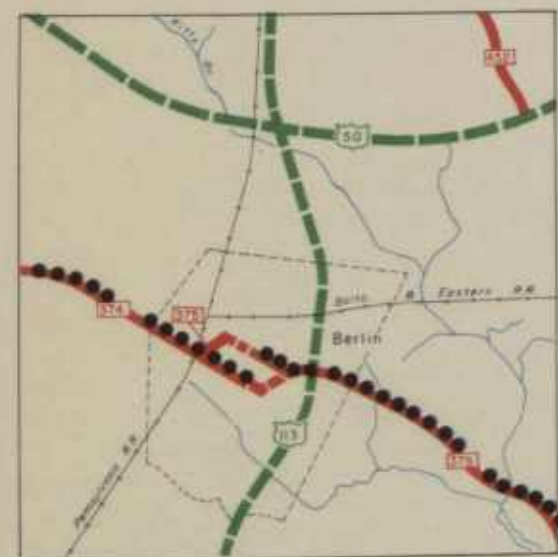
- Interstate Highway System - Existing & Under Construction
- Programmed Interstate Highway System (1961-1975)
- Primary Highway System - Existing & Under Construction
- Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways
- State Highways Recommended for Transfer to County

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

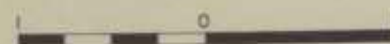
- Divided Reconstruction
- Divided Modernization
- Multi-lane Undivided Reconstruction
- Multi-lane Undivided Modernization
- Two Lane Reconstruction
- Two Lane Modernization
- Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN **WORCESTER COUNTY** Recommended Improvements to State Secondary Highway System and Roads Recommended for Transfer from State Secondary Highway System to Worcester County

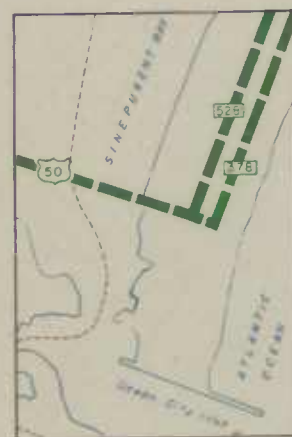
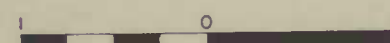




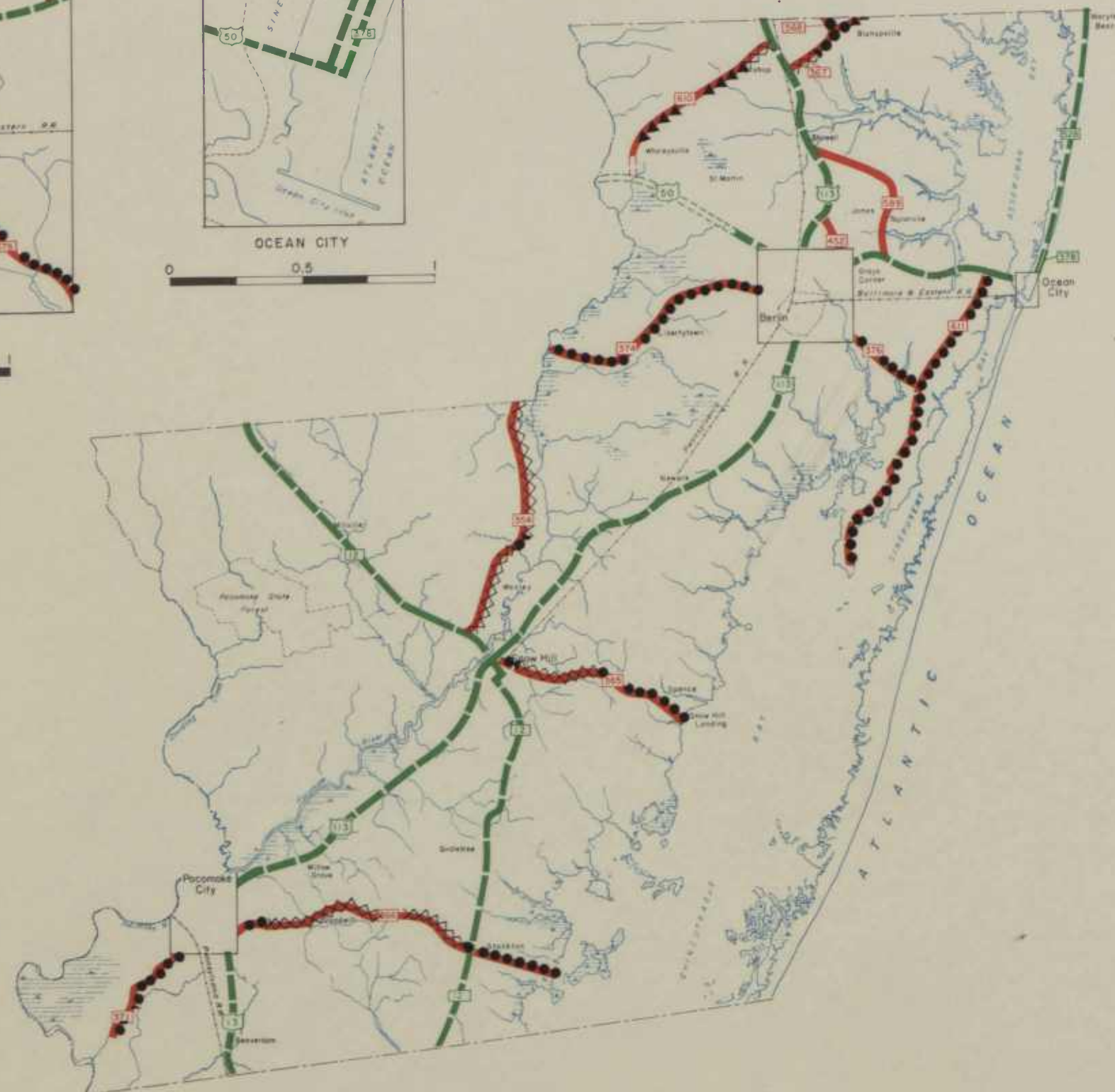
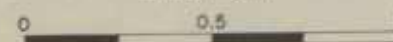
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POCOMOKE CITY



OCEAN CITY



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LEGEND

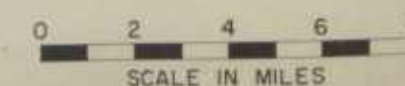
ROADWAY SYSTEMS

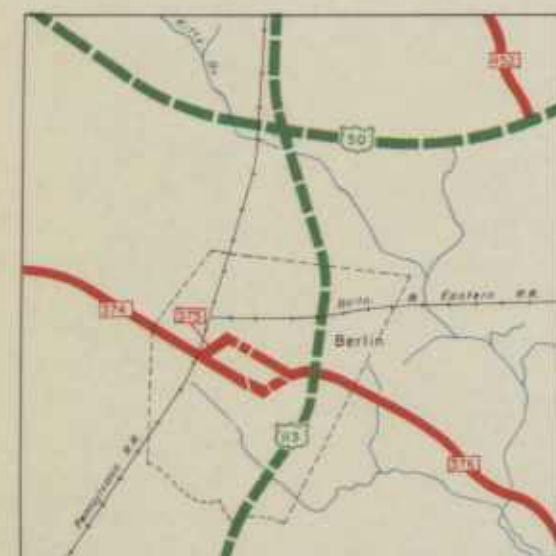
- Interstate Highway System - Existing & Under Construction
- - - - - Programmed Interstate Highway System (1961-1975)
- - - - - Primary Highway System - Existing & Under Construction
- - - - - Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- - - - - County Roads Recommended for Transfer to the State Secondary Highway System
- - - - - Recommended New Secondary Highways

SECONDARY ROADWAY IMPROVEMENTS (1961-1975)

- = Divided Reconstruction
- ■ ■ ■ Divided Modernization
- x x x x Multi-lane Undivided Reconstruction
- + + + + Multi-lane Undivided Modernization
- < < < < Two Lane Reconstruction
- ● ● ● Two Lane Modernization
- x x x x Resurfacing Only

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN **WORCESTER COUNTY** Recommended Improvements to State Secondary Highway System





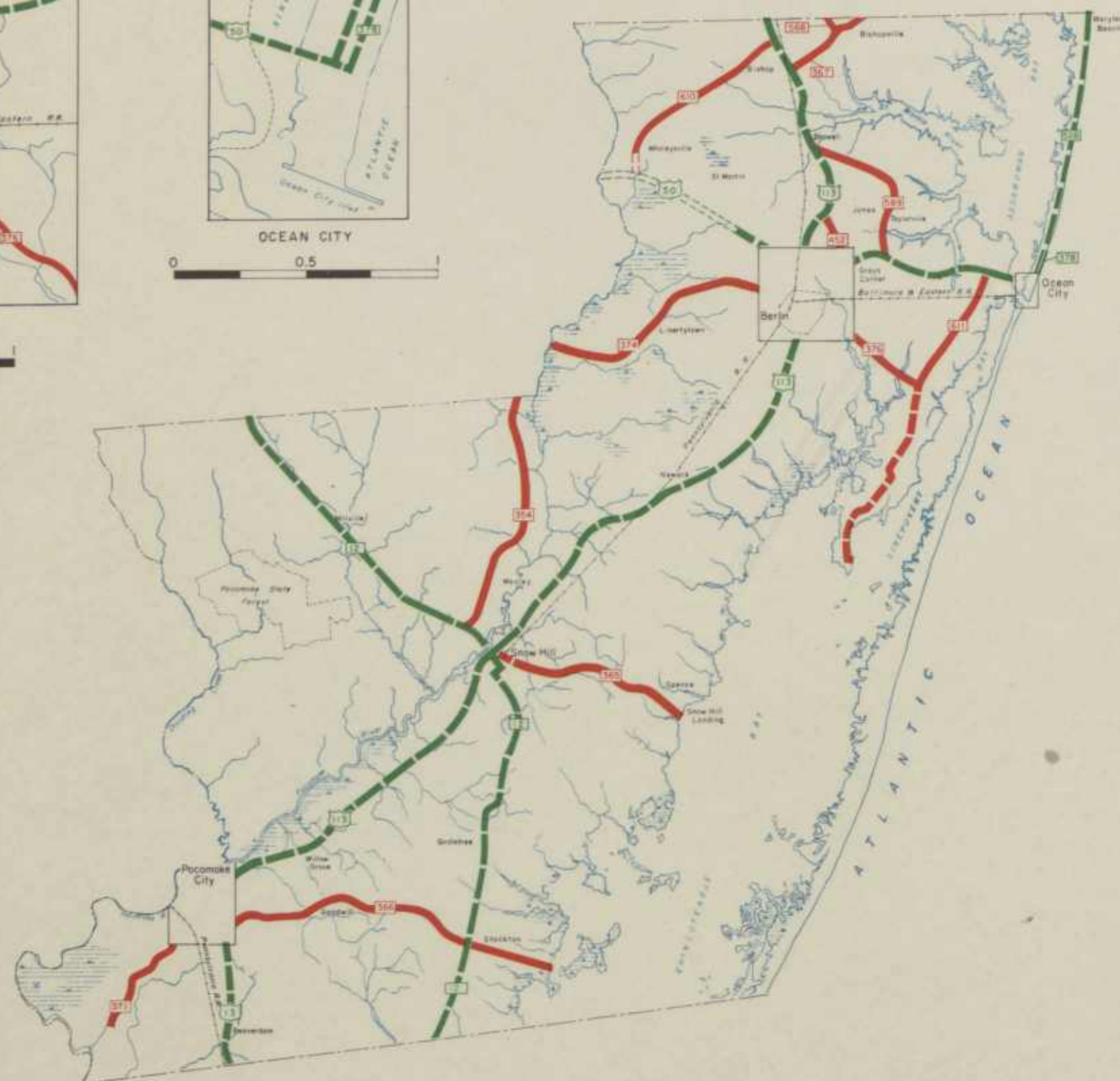
BERLIN



OCEAN CITY



POCOMOKE CITY



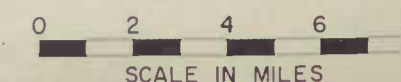
N

LEGEND

ROADWAY SYSTEMS

- Interstate Highway System — Existing & Under Construction
- - - - - Programmed Interstate Highway System (1961-1975)
- Primary Highway System — Existing & Under Construction
- - - - - Programmed Primary Highway System (1961-1965)
- Secondary Highway System
- - - - - County Roads Recommended for Transfer to the State Secondary Highway System
- Recommended New Secondary Highways

INTERSTATE, PRIMARY AND RECOMMENDED SECONDARY STATE HIGHWAY SYSTEMS IN WORCESTER COUNTY



A REPORT
THE MARYLAND STATE SECONDARY HIGHWAY SYSTEM
AS OF JANUARY 1, 1961

STATE OF MARYLAND



STATE ROADS COMMISSION

JOHN B. FUNK, Chairman-Director

PAUL J. BAILEY, Commissioner

HARLEY P. BRINSFIELD, Commissioner

LANSDALE G. CLAGETT, Commissioner

THOMAS N. KAY, Commissioner

JOHN J. McMULLEN, Commissioner

WILLIAM B. OWINGS, Commissioner

INTRODUCTION

Travel over Maryland's highways has increased continually since the days of the first motor car and has exceeded all expectations. The number of vehicles registered in Maryland has grown from 5,590 in 1910 to 1,141,880 in January 1960. The travel of these vehicles over Maryland's highways has accelerated at an even greater rate than their registration due to the migration of large numbers of people from cities to the country, resulting in motorists traveling greater distances to work, recreational areas and various day to day activities. Time, rather than distance, is now the motorist's criterion for travel.

These vast increases in vehicles and travel have taxed many existing highways far beyond their capacity. Further, the increased speed, weight, and size of the present day vehicles, in comparison with their earlier counterparts, demand higher design standards with respect to the factors of safety and service. Existing highways which do not meet these standards are considered to be functionally obsolete, inasmuch as they retard the free movement of traffic and increase the hazards of motor vehicle operation. Other highways have become physically obsolete due to structural deterioration. Unfortunately, in the past the rate of obsolescence has nearly always exceeded the rate of improvement. The reverse must prevail, however, if the people of Maryland are to have a highway system which meets modern standards and demands.

Toward this end, the State Roads Commission, shortly after World War II, embarked on a vigorous highway improvement program. Financing for this program, however, was limited to the then current revenues plus monies accumulated during the war years, when only limited construction was performed, and a \$100,000,000 bond issue. It soon became apparent that, because the rate of obsolescence exceeded the rate of improvement, additional funds would be needed to provide an adequate, integrated highway system.

In a further effort to meet this challenge, the State Roads Commission developed a comprehensive twelve year highway program which was approved by the 1953 General Assembly and a \$330,000,000 bond issue authorized for supplementing available funds for financing the program. The original program stated: "Maryland pioneered in road construction, and upon the consummation of this program by January 1966, she will have regained her once eminent position among the best roaded states in the Union."

Upon the completion of the first four year period, however, only 59.9% of the mileage scheduled for that period had been placed under contract, but 90.3% of the authorized funds for that same period had been expended. These increased costs, due primarily to the inflationary trend of this period, have not been accompanied by additional funds; thus, to 1960, only 89.1% of the scheduled improvements for the first four year period had been advertised, but at a cost 55.8% greater than anticipated in the original program estimates.

During this first four year period of the program, the emphasis was placed on the interstate and primary highway systems in order to take full advantage of available Federal-aid monies and inasmuch as these systems carry the greatest concentration of traffic. When it became apparent that the available funds would be insufficient to complete the improvements to all the highways in the twelve year program, a greater emphasis was placed on these two systems when the 1960 General Assembly revised the original law to permit the State Roads Commission to utilize the bulk of the remaining money for the completion of an arterial network. Realizing that only token funds would then be available for improvements to the secondary system, the General Assembly also directed that the State Roads Commission report to the 1961 session of the General Assembly its recommendations respecting this secondary system of highways.

Accordingly, the Commission directed that a needs study be completed showing the needs requirements of each secondary highway to provide an adequate State secondary highway system through 1975. Because of the extremely heavy work load imposed upon State Roads Commission personnel by the current construction program, the consulting firm of Whitman, Requardt, and Associates, under the personal supervision of Mr. W. F. Childs, Jr., a former Chief Engineer of the State Roads Commission, was employed to assist with this study. The study included the establishment of reasonable standards of design, the determination of improvements necessary to meet these standards, the engineering, right-of-way and construction costs for the proposed improvements, the functional integration of the system by transfer of jurisdiction for selected highways, and the determination of a priority sequence for each road based on need. In addition thereto, it was directed that the study include a suggested method or methods of allocating funds on a county basis for completing the recommended improvements and a suggested method for a periodic review of the State secondary system in order that it may be kept current with changes in travel habits and economic conditions.

Although, as has been mentioned, emphasis has been placed on improving the primary and interstate highways, there will still remain, after the expenditure of the present authorized monies, many primary highways, proposed for improvements in previous studies, for which funds will not be available. The Commission, being cognizant of this situation, is of the opinion that a report showing only the needs of the secondary highways may be misleading to those persons unfamiliar with the several highway system classifications. It is desirable, therefore, to determine the needs for this system in the same manner and for a period parallel to that covered by the secondary study. Time limitations, however, precluded a detailed study-analysis of the needs of the primary system of the type completed for the secondary system.

A complete report presenting the needs of the State Primary Highway System and reviewing the current needs of the State Secondary Highway System will be submitted to the next ninety day session of the General Assembly. The rapid growth which Maryland is presently experiencing and which is predicted to continue at an increasing rate, however, results in rapidly changing highway needs, thus limiting the value or applicability of any one report. The State Roads Commission, therefore, feels that, if the members of the General Assembly are to be adequately informed relative to the over-all State highway picture, it is necessary to present to the General Assembly a complete review of the status of the several systems at each ninety-day session thereafter.

The following report, required by Legislative mandate, is confined to the State Secondary System of Highways as adopted by action of the State Roads Commission in July 1960 and as delineated on the 1961 issue of the Tourist Map published by the State Roads Commission. It consists of a detailed review of every State secondary highway with the objective of determining the total needs requirements of the System. All of the State secondary highways in each county are reviewed individually on data sheets which follow the written report and which are explained on Page 3 under "Determination of Needs of the Secondary System." Opposite the data sheets are a map and two transparent overlays for each county. The base map shows the State secondary highway system within the respective county as recommended by this study. The recommended improvements thereto are shown on the first overlay, and the roads recommended for transfer from the State Roads Commission to other jurisdictions are shown on the second overlay. Details of the study are described in the written material which follows.

CLASSIFICATION OF HIGHWAY SYSTEMS

There now exist more than 20,000 miles of highways, roads and streets in the State of Maryland, of which 4,750 miles are in the State highway system, 13,810 miles are in the systems of the twenty-three counties, 1,450 miles are municipally owned, (excluding Baltimore City) and nineteen miles are federally maintained. These roads are of every character and description but each has a distinct position in the fulfillment of the traffic needs of the public. It is, therefore, possible to classify each road as to its function, as to the type of service it provides, and as to the agency or political sub-division which should be responsible for its maintenance. The following classification system permits a grouping of all highways that give similar service that they may be maintained and improved on an equivalent basis. It also permits the establishment of a financing plan suitable to each system's needs.

The National System of Interstate and Defense Highways

This system, when completed, will comprise approximately 354 miles of freeway type highways which will be a part of the 41,000 mile federal network connecting the principal metropolitan areas and industrial centers of the country to serve national defense, interstate and intercontinental travel. Although the construction of these highways is financed primarily by the Federal Government, the maintenance of this system, presently, will be the sole responsibility of the State.

The State Primary System

This system, by historical precedence, comprises the main arterial highways interconnecting Baltimore City and the County Seat of each of the twenty-three counties. This definition has been continued but the system has been expanded to include other highways forming important interstate and intra-state connections where warranted by land use and economic development. At present, 1,540 miles of highways are included in this system, all of which are maintained by the State.

The State Secondary System

State secondary highways are those which tie together towns and villages within a county and adjacent counties. They collect traffic from several local access roads and connect them to a primary highway or with the nearest town. They provide access to important industrial, recreational and defense centers not located on highways of the primary system. In general, this system, which is maintained by the State, comprises those additional State highways required to provide a completely integrated and well connected system of highways having regional significance and which form a logical extension to the State primary system.

The County Road Systems

These systems, under the respective jurisdiction of each of the twenty-three counties, comprise those roads which are publicly owned and maintained by the county. They are roads that primarily service those who reside adjacent to them, that are of a "farm to market" nature, or that provide local service only. Also included are residential roads and streets of developments and unincorporated towns.

The Municipal Systems

These systems exist within each incorporated town and city and include all the roads and streets within their respective boundaries that are not part of any other system. They are maintained by the respective individual municipality.

The "Other Public" Road System

This system comprises those roads which are open to unrestricted public use, but which are not officially acknowledged as a part of the State, County, or Municipal Systems.

The Private Road System

This system comprises roads that may serve one or more properties, but are recognized as privately serving these properties and can, by action of the property owners, be closed or excluded from public use.

ESTABLISHMENT OF THE RECOMMENDED SECONDARY SYSTEM

The State secondary highway system as it now exists is shown on Plate 1. It is apparent that the present system lacks continuity and that it does not fully comply with the definition of a secondary highway system as previously described. As new highways and modifications to existing facilities have been completed, the old roads and/or segments of roads, which actually no longer fit the characteristics of a State highway, have, in most cases, remained in the State system. Further, many transfers from the county systems to the State system have transpired prior to the establishment of a planning unit within the State Roads Commission and which, on the basis of comprehensive planning, land use, development and travel patterns do not provide the characteristic service of a State highway. Conversely, many county and municipally owned roads have changed in character so as to merit inclusion in the State system and should be reclassified.

Guided by the definitions of the several classifications of highway systems, the entire State secondary system as it now exists was reviewed to ascertain whether or not each section meets the State-wide characteristics required of it and also whether the system, in conjunction with the primary and interstate highways, forms a completely integrated network providing adequate movement of traffic between cities and counties and defense, commercial, industrial, marketing, and recreational centers. The present county and municipal systems were also reviewed to determine the segments of their systems which meet the criteria and should be transferred to the State system. Planned future construction through 1965 and its impact on the roads in the secondary system also was considered in this review. The roads presently in the State highway system that do not meet secondary road requirements should be transferred to the local governmental body under whose jurisdiction the facility belongs and, conversely, those roads and streets presently under the jurisdiction of local governments that meet State-wide characteristics should be transferred to the State highway system. The resultant recommended system of State secondary highways is shown on Plate 2.

The roads recommended for transfer both out of the State system and into the State system are shown in detail on the maps and charts for each county which follow in this report. Many of these recommended transfer roads are deficient either in roadbed width, pavement condition, or geometrics (line, grade, curvature); therefore, improvements are necessary to these highways regardless of whether or not they are transferred, and standards in keeping with the local nature of these highways were established for evaluating the cost of their improvement.

Local governments have already agreed to accept many of the secondary highways recommended for transfer but final execution of the transfer is contingent upon either the improvement of the road being transferred, the completion of another project, or acceptance by the State of an equivalent local road. There is also a large group of roads recommended for transfer which should be transferred only upon the completion of the new parallel highway planned for construction. All remaining roads recommended for transfer, which are not contingent upon previous agreement stipulations or upon new construction, should be negotiated for transfer as soon as practicable. The State secondary highway system should be reviewed annually to insure that all segments of the system will function in accordance with their classification.

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The Private Road System

This system comprises roads that may serve one or more properties, but are recognized as privately serving these properties and can, by action of the property owners, be closed or excluded from public use.

ESTABLISHMENT OF THE RECOMMENDED SECONDARY SYSTEM

The State secondary highway system as it now exists is shown on Plate 1. It is apparent that the present system lacks continuity and that it does not fully comply with the definition of a secondary highway system as previously described. As new highways and modifications to existing facilities have been completed, the old roads and/or segments of roads, which actually no longer fit the characteristics of a State highway, have, in most cases, remained in the State system. Further, many transfers from the county systems to the State system have transpired prior to the establishment of a planning unit within the State Roads Commission and which, on the basis of comprehensive planning, land use, development and travel patterns do not provide the characteristic service of a State highway. Conversely, many county and municipally owned roads have changed in character so as to merit inclusion in the State system and should be reclassified.

Guided by the definitions of the several classifications of highway systems, the entire State secondary system as it now exists was reviewed to ascertain whether or not each section meets the State-wide characteristics required of it and also whether the system, in conjunction with the primary and interstate highways, forms a completely integrated network providing adequate movement of traffic between cities and counties and defense, commercial, industrial, marketing, and recreational centers. The present county and municipal systems were also reviewed to determine the segments of their systems which meet the criteria and should be transferred to the State system. Planned future construction through 1965 and its impact on the roads in the secondary system also was considered in this review. The roads presently in the State highway system that do not meet secondary road requirements should be transferred to the local governmental body under whose jurisdiction the facility belongs and, conversely, those roads and streets presently under the jurisdiction of local governments that meet State-wide characteristics should be transferred to the State highway system. The resultant recommended system of State secondary highways is shown on Plate 2.

The roads recommended for transfer both out of the State system and into the State system are shown in detail on the maps and charts for each county which follow in this report. Many of these recommended transfer roads are deficient either in roadbed width, pavement condition, or geometrics (line, grade, curvature); therefore, improvements are necessary to these highways regardless of whether or not they are transferred, and standards in keeping with the local nature of these highways were established for evaluating the cost of their improvement.

Local governments have already agreed to accept many of the secondary highways recommended for transfer but final execution of the transfer is contingent upon either the improvement of the road being transferred, the completion of another project, or acceptance by the State of an equivalent local road. There is also a large group of roads recommended for transfer which should be transferred only upon the completion of the new parallel highway planned for construction. All remaining roads recommended for transfer, which are not contingent upon previous agreement stipulations or upon new construction, should be negotiated for transfer as soon as practicable. The State secondary highway system should be reviewed annually to insure that all segments of the system will function in accordance with their classification.

TABLE 1
DESIGN STANDARDS
MARYLAND'S STATE SECONDARY HIGHWAY SYSTEM
BY TERRAIN AND BY PROJECTED 1975 TRAFFIC VOLUMES

	<1,000 VPD			1,000-2,499 VPD			2,499-4,999 VPD			5,000-8,999 VPD			9,000-19,999 VPD			≥20,000 VPD		
	Flat	Rolling	Mts.	Flat	Rolling	Mts.	Flat	Rolling	Mts.	Flat	Rolling	Mts.	Flat	Rolling	Mts.	Flat	Rolling	Mts.
Minimum Design Speed—mph	40	35	30	40	35	30	45	40	35	50	45	40	55	50	45	60	55	50
Desirable Design Speed—mph	60	55	50	60	55	50	70	60	50	70	60	50	70	60	50	70	60	50
Maximum Degree of Curvature (Min. Design Speed)	11°	16°	21°	11°	16°	21°	9°	11°	16°	6°	9°	11°	5°	6°	9°	4°	5°	6°
Desirable Degree of Curvature (Desir. Design Speed)	5°	6°	7°	4°	6°	7°	2°	3°	5°	2°	3°	5°	2°	3°	5°	2°	3°	5°
Maximum % of Grade	5%	7%	10%	5%	6%	8%	5%	6%	8%	4%	5%	7%	3%	4%	6%	3%	4%	6%
Desirable Max. % of Grade	3%	5%	6%	3%	4%	6%	3%	4%	6%	3%	4%	5%	3%	4%	5%	3%	4%	5%
Min. Non-Passing Sight Distance	275	240	200	275	240	200	315	275	240	350	315	275	415	350	315	475	415	350
Des. Non-Passing Sight Distance	475	415	350	475	415	350	600	475	350	600	475	503	600	475	350	600	475	350
Width of Pavement (Min.)	20	20	20	22	22	22	24			24			2-24			2-24		
(Des.)	22	22	22	24	24	24												
Width of Roadbed (Min.)	32	32	32	36	36	32	40	38	36	44	44	40	PAVEMENTS, MEDIAN & SHOULDERS					
(Des.)	42	42	38	44	44	44	44	44	44	44	44	44						
Clear Width of Structures (Minimum)	28	28	28	ROADBED WIDTH														
Vertical Clearance of Structures (Min. over Secondary Roads)							14'-6"											
Vertical Clearance of Structures* (Min. over Interstate & Primary Rtes.)							16'-0"											
Bridge Design Load (AASHO)	H-15 S-12						H-20 S-16											
Width of Right of Way (Min.)**	80	80	80	80	80	80	80	80	80	80	80	80	100					
(Des.)	100	100	100	100	100	100	120	120	120	150	150	150	200' + Control where req'd.					

* Horizontal clearance where Secondary Road passes over an Interstate or Primary Road will be governed by criteria of said highway.

** Exceptions to certain design standards, particularly width of R/W, may be required in the case of roads thru built-up areas where property values would be of an order to prevent following desirable and sometimes minimum standards.

METHOD OF REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM

The recommended State secondary highway system outlined herein has been established after a review of pertinent statistical and factual data; a careful field inspection of the highways in each of the twenty-three counties of the State; comprehensive studies and conferences between the consultant's staff, staff members and District Engineers of the State Roads Commission and local planning authorities. It is believed that the system, as recommended, adequately meets the needs and requirements for both the present and near future and is well integrated with other systems to form a complete highway network; however, there are so many factors that affect highway usage and needs that it is not within the realm of highway administrators, planners and engineers to state definitely that a system of highways, planned today to meet present and future requirements, will always meet these needs a few years in the future. That such assurance is not warranted is evidenced by past experiences in Maryland and in many other states.

Changes in travel habits are inspired by new highway facilities and by constant changes in land use and development. The highways themselves attract new developments — industrial, commercial, residential, business and recreational. In turn, these developments affect the relative importance of each individual highway within the system, some more and others less important than anticipated. This requires constant vigilance to keep the highway systems adequate and in proper balance to meet these changes in future needs.

Toward this end, it is essential that the closest cooperation possible be maintained between the county and municipal officials on the one hand and the State Roads Commission on the other. The State Roads Commission has recently initiated an annual series of planning and programming conferences wherein the local governing bodies, regional planning bodies, and utilities are apprized of planning and programming activities well in advance of actual construction. In turn, these bodies should keep the State Roads Commission advised of any and all land use changes; zoning requirements and changes; location, extent and nature of authorized residential, commercial and industrial development and expansion; highway development; installation of new public utilities and any proposed extensions or expansion of existing utilities that may affect existing or planned State highways; and any extensions to or expansion of mass transportation facilities, including airfields. This is of such great importance to the proper development of highways on a State-wide basis that a permanent liaison between the State Roads Commission and other political jurisdictions should be effectively maintained.

It is essential also that the State Roads Commission continue to maintain close liaison and close cooperation with the District of Columbia, Delaware, Pennsylvania, Virginia and West Virginia on all matters pertaining to highway development. Maryland must be apprized of their plans and they, in turn, must be advised of Maryland's.

Provision should be made for a continuous inventory of all State and county highways within each county. This should be maintained on a schedule of no less than four counties per year. In a similar manner, the recently developed sufficiency ratings should be kept up to date so that they will properly portray the relative condition of all roads on the State system of highways.

Where a new facility is built on relocation to replace an existing highway, which still remains a public road, traffic counts should be maintained on both highways. It is most important that traffic counts be made and continued, not only on the new facilities but on all feeder or lesser roads in the area in which travel may be affected by the new facilities. In this manner, a picture may be obtained of the change in travel habits attributed directly or indirectly to the new facility or the modernization of existing roads.

All counties and municipalities should be urged to provide for and maintain continuous traffic counts on the roads and streets of primary and secondary importance. Traffic guesses on these systems are no longer satisfactory. The State Roads Commission can assist or provide guidance in establishing the network of traffic count stations and a method can be provided for the exchange of traffic data between the State Roads Commission and local governing bodies. Counties should be encouraged to take advantage of the availability of federal monies allocated for planning.

The metropolitan counties and the larger municipalities should be urged to provide photogrammetry of the proper scale, to furnish maps of their respective areas and that these maps be kept reasonably up to date.

Finally, there is only a certain mileage of highways that the State can afford to own and maintain in perpetuity. It is urgent, therefore, that, in planning further development of the highway systems, the new facility be located in close proximity to the existing highway that the mileage of the latter may be absorbed by the construction of the facility, transferred to other jurisdictions, or completely closed to traffic. The growth of traffic in many areas of the State is such that new highways will be required. These highways will generally be additions to existing roads of primary importance and may initially be a part of the State secondary system but, upon completion, may be transferred to the State primary system.

These things, combined with an annual review of the status of the system and the entire construction program once it has been initiated, are essential to assure the fulfillment and perpetuation of an adequate State secondary highway system.

FORECASTS

Total travel over Maryland's highways in 1960 approximated 10.7 billion miles. This travel is expected to increase considerably during the years ahead. Chart 1 shows the projected percentage increases in travel, motor vehicle registrations, and population.

Maryland's population, which totaled 1.8 million in 1940, has now grown to over 3 million and forecasts indicate that it will be increased by another half million by 1970.

Registration of motor vehicles in Maryland has grown from 445,000 vehicles in 1940 to over 1.1 million in 1960. It is estimated that, by 1970, 1.6 million vehicles of all types will be registered in the State. The travel on our highways is expected to increase at an even greater rate with 18.6 billion miles expected in 1970 as compared with 10.7 billion miles in 1960 and 3.8 billion in 1940.

These forecasts imply Maryland must plan ahead to handle the huge increases in motor vehicle registration and travel indicated. Each county will benefit from the anticipated growth if an integrated network of adequate highways is provided, for it is now fully recognized that economic growth is synonymous with an adequate transportation system.

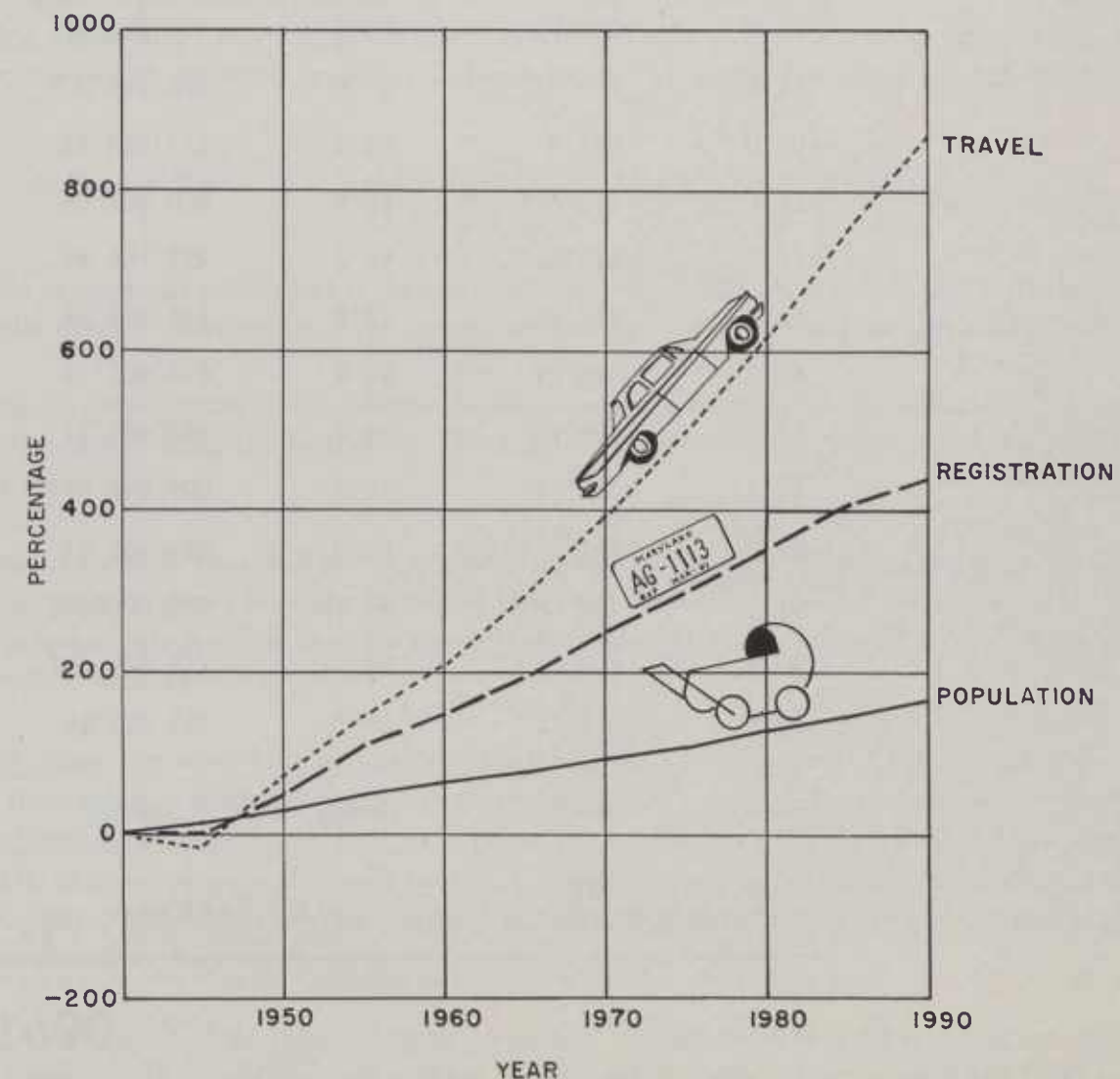


CHART 1

PROJECTED INCREASES IN TRAVEL, MOTOR REGISTRATION AND POPULATION.

TABLE 2
STATE SECONDARY HIGHWAY SYSTEM—DATA BY COUNTIES
AS OF JANUARY—1960

COUNTY	MILEAGE		SQUARE YARDS		VEHICLE MILES		MOTOR VEHICLE REGISTRATION	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Allegany.....	58.17	2.04	727,160	2.20	43,522,552	2.47	33,238	3.87
Anne Arundel.....	197.76	6.92	2,603,942	7.88	267,393,377	15.16	69,204	8.06
Baltimore.....	186.68	6.53	2,313,503	7.00	215,000,618	12.19	190,231	22.16
Calvert.....	59.55	2.09	645,629	1.95	15,595,839	0.88	5,793	0.67
Caroline.....	84.43	2.96	1,004,267	3.04	25,846,960	1.47	10,577	1.23
Carroll.....	93.58	3.28	1,015,776	3.07	47,299,076	2.68	24,963	2.92
Cecil.....	122.93	4.31	1,427,451	4.32	57,508,919	3.26	17,970	2.09
Charles.....	148.51	5.20	1,634,734	4.95	39,379,564	2.23	12,318	1.44
Dorchester.....	111.19	3.89	1,305,798	3.95	44,904,528	2.55	12,818	1.49
Frederick.....	176.17	6.17	1,950,431	5.90	87,208,026	4.94	29,751	3.47
Garrett.....	85.31	2.99	909,318	2.75	21,170,177	1.20	8,269	0.96
Harford.....	198.46	6.95	2,155,826	6.52	108,554,746	6.15	29,081	3.39
Howard.....	93.50	3.27	1,068,442	3.23	45,562,551	2.58	15,220	1.77
Kent.....	142.03	4.97	1,528,320	4.62	38,731,503	2.20	7,338	0.85
Montgomery.....	216.54	7.57	2,463,061	7.45	221,932,889	12.58	144,049	16.79
Prince George's....	160.84	5.63	1,962,657	5.94	196,156,243	11.12	139,873	16.31
Queen Anne's.....	104.62	3.66	1,185,699	3.59	25,075,425	1.42	7,387	0.86
St. Mary's.....	138.58	4.85	1,568,131	4.74	49,778,946	2.82	10,910	1.27
Somerset.....	67.70	2.37	753,892	2.28	20,499,586	1.16	7,130	0.83
Talbot.....	84.00	2.94	1,020,895	3.09	47,255,357	2.68	10,648	1.24
Washington.....	155.50	5.45	1,864,312	5.64	79,952,968	4.53	37,634	4.38
Wicomico.....	86.45	3.03	1,022,654	3.10	41,942,655	2.38	22,756	2.65
Worcester.....	82.89	2.93	921,050	2.79	23,726,587	1.35	11,118	1.30
TOTALS.....	2855.39	100.00	33,052,948	100.00	1,763,999,092	100.00	858,276	100.00

TABLE 2
STATE SECONDARY HIGHWAY SYSTEM—DATA BY COUNTIES
AS OF JANUARY—1960

COUNTY	MILEAGE		SQUARE YARDS		VEHICLE MILES		MOTOR VEHICLE REGISTRATION	
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Worcester.....	82.89	2.93	921,050	2.79	23,726,587	1.35	11,118	1.30
TOTALS.....	2855.39	100.00	33,052,948	100.00	1,763,999,092	100.00	858,276	100.00

METHODS OF ALLOCATION OF FUNDS FOR STATE SECONDARY HIGHWAYS

Once the needed improvements to the State Secondary System of Highways have been determined, it is desirable to establish a fair method of allocating funds for the completion of these improvements on a county basis. A review of methods employed by many other states does not indicate a definite trend of procedure.

At present, in Maryland, there is no existing formula for the allocation of funds for State secondary highway improvements. The practice, respecting the allocation of motor vehicle revenues to the individual county governments for their use, is to allocate funds to the county in the ratio that the mileage of county roads in that one county bears to the total mileage of county roads for all twenty-three counties. That this mileage-ratio principle of allocation would not be a fair method for allocating funds for the improvement of the State Secondary System is evidenced by the wide difference existing between counties with respect to the mileages of roads for various widths.

In twelve counties — Baltimore, Calvert, Carroll, Charles, Frederick, Garrett, Harford, Kent, Montgomery, St. Mary's, Somerset and Worcester — aggregating a total of 1,596 miles of State highways, 60% of the mileage is under twenty feet in width.

In four counties — Cecil, Prince George's, Queen Anne's and Washington — aggregating a total of 544 miles of State highways, approximately 50% of the mileage is under twenty feet in width.

In seven counties — Allegany, Anne Arundel, Caroline, Dorchester, Howard, Talbot and Wicomico — aggregating 716 miles of State highways, only 36% of the mileage is under twenty feet in width. In this group, Allegany, with 16%, has the least mileage under twenty feet and Anne Arundel, with 31%, has the highest. The mileages in percentages in each case apply to the State secondary system as of January 1, 1960.

A fair formula would be one based on vehicle miles of travel made on roads of each highway system of the State by owners of motor vehicles in each county and municipality, and the fees paid by each of these groups by jurisdictional registration. This information is not presently available and has not been available since the comprehensive study by the State-wide Highway Planning Survey, 1936-1939. To obtain the data for such an allocation formula will require information on:

1. Motor vehicle registration by:
 - a. Counties,
 - b. Incorporated towns in the counties,
 - c. Baltimore City,
 - d. State.
2. Fees paid by motor vehicle owners residing in:
 - a. Each county,
 - b. Each town within each county,
 - c. Baltimore City,
 - d. State.
3. Vehicle miles of travel on county roads of each county, on streets of each municipality in each county, on primary and secondary streets of Baltimore City, and on roads of each of the State highway systems by:
 - a. Motor vehicles registered in Baltimore City,
 - b. Motor vehicles registered in each county,
 - c. Motor vehicles registered in each town of each county.

4. Average daily traffic on each road in each road system — county, municipal, and State.
5. Miles and square yards of each road in each system.

Until such time as this information is available, a formula could be used which considers the following factors:

1. Square yards of surfacing; or, mileages converted into equivalent miles of roads of a specified width.
2. Vehicle miles — average vehicle miles of travel per twenty-four hour period, or annual total vehicle miles.
3. Motor vehicle registration — Although population is considered by some states, it is thought that vehicle registration reflects population and can, therefore, be ignored.

The total mileage, square yards of surfacing, vehicle miles, and 1960 motor vehicle registration, together with their respective percentages, are shown in Table 2 for each individual county. On the basis of the factors recommended above and using the percentages given in Table 2, the following formula has been found to produce factors which are both practical and fair for the allocation of funds to each of the twenty-three counties.

$$\frac{\% \text{ Square Yards}}{3} + \frac{\% \text{ Vehicle Miles}}{3} + \frac{\% \text{ Motor Vehicle Registration}}{3} = \text{Factor}$$

This formula is not fault-proof, but it does provide for the allocation of funds, generally speaking, proportionate to the needs requirements of the respective counties as determined by this study.

The Virginia Department of Highways in 1960 adopted a formula for the allocation of funds to each of ninety-seven counties using the factors of: (1) Area in square miles, (2) Population, (3) Road mileage, and (4) Vehicle miles.

To prepare a formula that will prove equitable in all cases is difficult to say the least with human nature the way it is. It is seriously thought, however, that any formula developed for an equitable distribution of funds on a political sub-division basis for the development of the State secondary system of highways should primarily reflect NEEDS.

Recently, there has been developed a procedure for the determination of the present status of highways indicating their relative inadequacies, known as "sufficiency rating." It is not fault-proof or a cure-all and does not indicate what needs to be done to improve the highway. Although the use of sufficiency ratings is not infallible, they do provide the basis for the development of a program of orderly improvement of roads on basis of needs. When the sufficiency ratings are brought up to date, they could, accordingly, be applied to the State secondary highway system.

In this report, priority of improvements by county and State-wide rank is given for each road on the recommended State secondary highway system. These priorities have been determined from a priority index developed as previously described. They also provide a basis for the immediate allocation of funds on an equitable basis for the improvement of the State secondary highway system, and they, perhaps, represent the most practical method.

TABLE 3
SUMMARY OF MILEAGES AND COSTS BY COUNTIES AND BY DISTRICTS

COUNTY & DISTRICT	TOTAL MILEAGE RECOM- MENDED SECOND- ARY SYSTEM	CONSTRUCTION NEEDS		NOR- MAL MAINT. MILE- AGE	RECOMMENDED TRANSFERS TO STATE		RECOMMENDED TRANSFERS FROM STATE	
		MILE- AGE	TOTAL COST		MILE- AGE	TOTAL COST	MILE- AGE	TOTAL COST
District No. 1								
Dorchester.....	102.21	67.29	\$ 5,730,100	34.92	—	—	11.57	\$ 162,000
Somerset.....	35.55	34.21	1,715,300	1.34	—	—	33.74	115,800
Wicomico.....	74.85	54.67	3,266,500	20.18	—	—	13.80	337,300
Worcester.....	70.49	55.91	4,250,200	7.10	7.48	\$ 555,300	21.16	88,800
Sub Total....	283.10	212.08	14,962,100	63.54	7.48	555,300	80.27	703,900
District No. 2								
Caroline.....	61.75	52.12	3,157,800	9.63	—	—	22.99	218,700
Cecil.....	64.55	51.89	5,028,200	12.66	—	—	63.18	459,600
Kent.....	82.07	61.49	3,376,500	20.58	—	—	65.62	463,200
Queen Annes..	73.56	52.47	3,973,900	13.27	7.82	789,700	39.81	190,500
Talbot.....	60.57	50.27	2,900,000	9.30	1.00	63,000	32.10	25,400
Sub Total....	342.50	268.24	18,436,400	65.44	8.82	852,700	223.70	1,357,400
District No. 3								
Montgomery...	173.46	158.54	29,115,000	9.87	5.05	261,800	84.75	1,877,100
Prince Georges.	130.08	120.15	39,894,100	7.27	2.66	323,400	56.95	1,932,500
Sub Total....	303.54	278.69	69,009,100	17.14	7.71	585,200	141.70	3,809,600
District No. 4								
Baltimore.....	89.42	72.85	19,408,100	1.07	15.50	2,138,000	130.03	2,507,000
Harford.....	165.33	135.99	26,040,000	29.14	0.20	45,000	66.69	538,400
Sub Total....	254.75	208.84	\$45,448,100	30.21	15.70	\$2,183,000	196.72	\$3,045,400

COUNTY & DISTRICT	TOTAL MILEAGE RECOM- MENDED SECOND- ARY SYSTEM	CONSTRUCTION NEEDS		NOR- MAL MAINT. MILE- AGE	RECOMMENDED TRANSFERS TO STATE		RECOMMENDED TRANSFERS FROM STATE	
		MILE- AGE	TOTAL COST		MILE- AGE	TOTAL COST	MILE- AGE	TOTAL COST
District No. 5								
Anne Arundel..	161.29	142.22	\$ 32,635,500	12.96	6.11	\$ 985,600	79.20	\$ 828,900
Calvert.....	47.95	34.56	3,021,300	13.39	—	—	9.05	249,600
Charles.....	105.05	73.15	8,273,700	31.90	—	—	48.43	784,400
St. Mary's.....	98.83	61.92	6,068,300	36.91	—	—	39.75	690,000
Sub Total....	413.12	311.85	49,998,800	95.16	6.11	985,600	176.43	2,552,900
District No. 6								
Allegany.....	48.54	34.70	9,769,300	13.04	0.80	90,000	20.13	86,100
Garrett.....	80.59	70.19	8,070,400	10.40	—	—	6.09	—
Washington...	133.76	97.18	13,182,200	34.42	2.16	599,400	36.48	489,000
Sub Total....	262.89	202.07	31,021,900	57.86	2.96	689,400	62.70	575,100
District No. 7								
Carroll.....	79.39	57.48	12,998,200	21.70	0.21	42,000	54.73	574,800
Frederick.....	99.04	87.86	15,828,100	8.98	2.20	305,900	97.15	778,400
Howard.....	60.66	44.04	9,184,100	16.32	0.30	—	66.74	376,400
Sub Total....	239.09	189.38	38,010,400	47.00	2.71	347,900	218.62	1,729,600
State Totals....	2098.99	1671.15	\$266,886,800	376.35	51.49	\$6,199,100	1,100.14	\$13,773,900

CONCLUSION

This review and appraisal of the State Secondary Highway System has set forth the needs of the system and, at the same time, has unitized it through suggested transfers. It is believed that the system as recommended will be adequate through 1975. Table 3 summarizes, by county and by district, the mileages and costs for the four categories of recommendations detailed on the county data sheets.

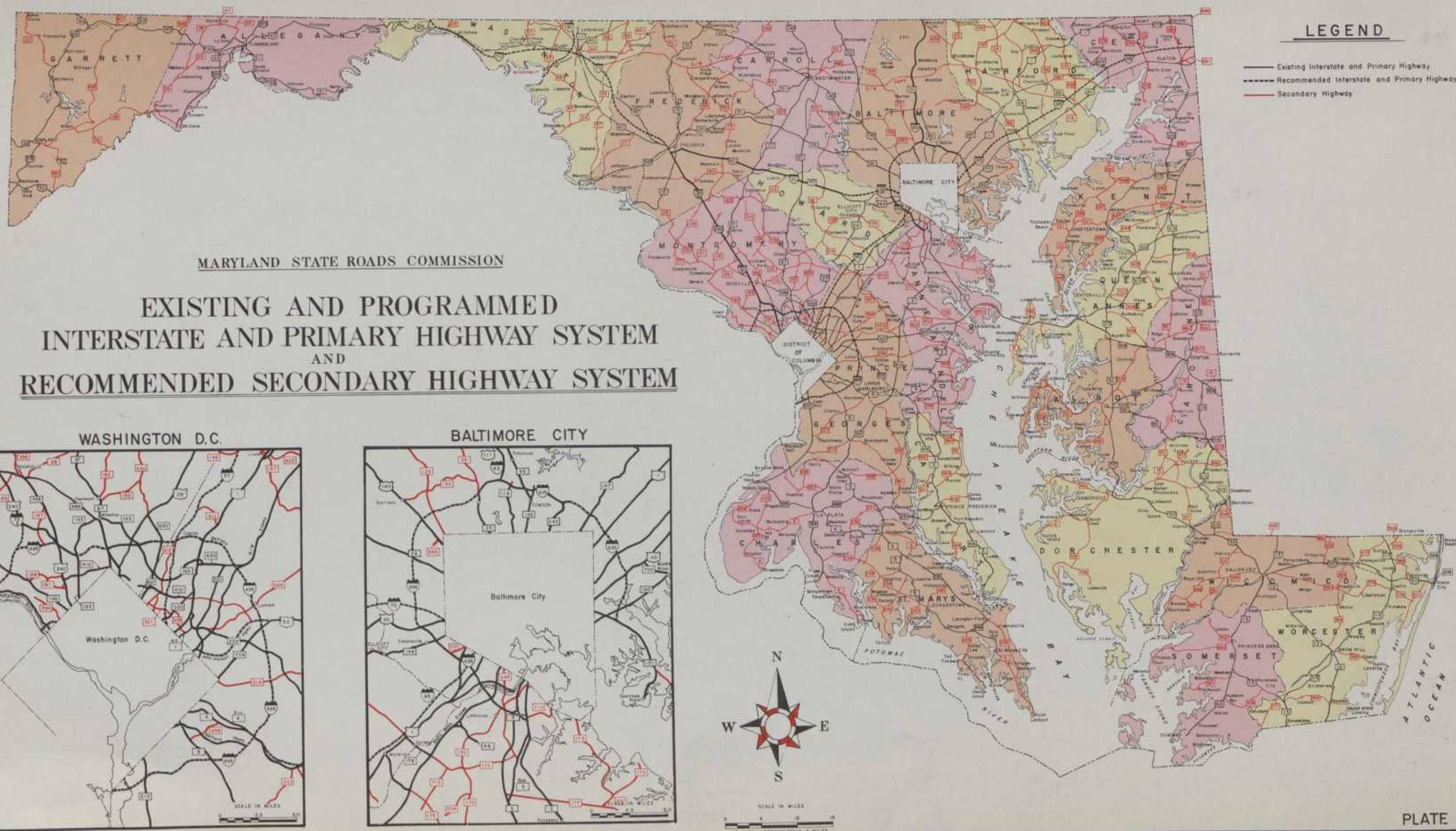
No attempt has been made to establish construction periods inasmuch as financing plans are an unknown quantity at this time. At the 1960 session of the General Assembly, the State Roads Commission advised that only \$40,000,000 would be available for secondary projects during the period July 1960-June 1965; \$8,000,000 per annum. When the authorized highway construction bond funds are fully encumbered at the end of this period, there should be available approximately \$16,500,000 of State Tax Revenues in fiscal year 1966 for construction on all State systems — that is, on the interstate, the primary, and the secondary. If the use of \$8,000,000 of construction funds on State secondary roads could be continued annually, thus extending the existing amount for an indefinite time, the State secondary highway improvements would be stretched out for over 35 years, and this makes no provision for obsolescence.

Any construction program adopted for the improvement of the State Secondary System will, of necessity, spread the improvements over many years. It is important, however, that the system be kept in a serviceable condition and it, therefore, may be necessary to perform interim improvements to some highways prior to

the complete recommended rehabilitation. Such stop-gap improvements may be performed by or under the supervision of maintenance forces provided that funds are made available for this purpose. Interim improvements can be held to a minimum by assigning the shortest possible time for the accomplishment of the Secondary Highway System construction program and by initiating it as soon as possible.

The maximum period that should be allowed for the construction program is fifteen years. A program of this length would require that approximately \$20,000,000 be expended annually on construction of the State Secondary Highway System alone and, for such an extensive period, a \$10,000,000 fund should be established for interim improvements. It is apparent, therefore, that increases in motor vehicle revenues are necessary if the secondary program is to be accomplished within this maximum fifteen year period.

The benefits to be derived from the completion of the State Secondary Highway System include: increase in real estate values; decreased cost of motor vehicle operation; time-saving in transportation; greater accessibility to public facilities and utilities; more advantageous and quicker marketing of farm products; better access to trading centers, educational centers, and social centers. The economic and social welfare of rural and urban areas are both contingent upon its completion. To delay means economic loss to the State of Maryland inasmuch as new industries and new businesses expect and are dependent upon good highways for the expedient and economical transportation of products and employees.



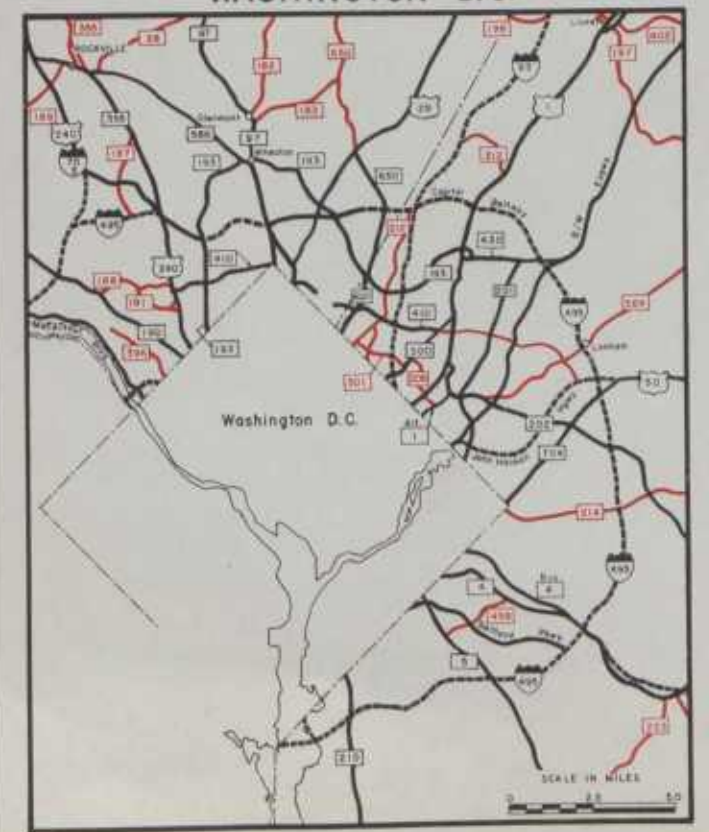
LEGEND

- Existing Interstate and Primary Highway
- - - Recommended Interstate and Primary Highway
- Secondary Highway

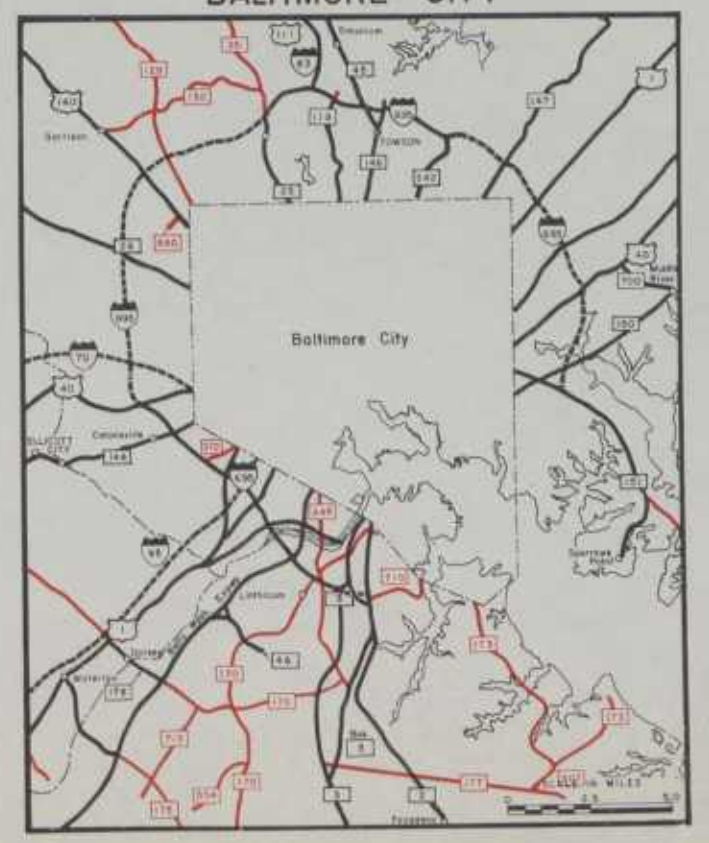
MARYLAND STATE ROADS COMMISSION

**EXISTING AND PROGRAMMED
INTERSTATE AND PRIMARY HIGHWAY SYSTEM
AND
RECOMMENDED SECONDARY HIGHWAY SYSTEM**

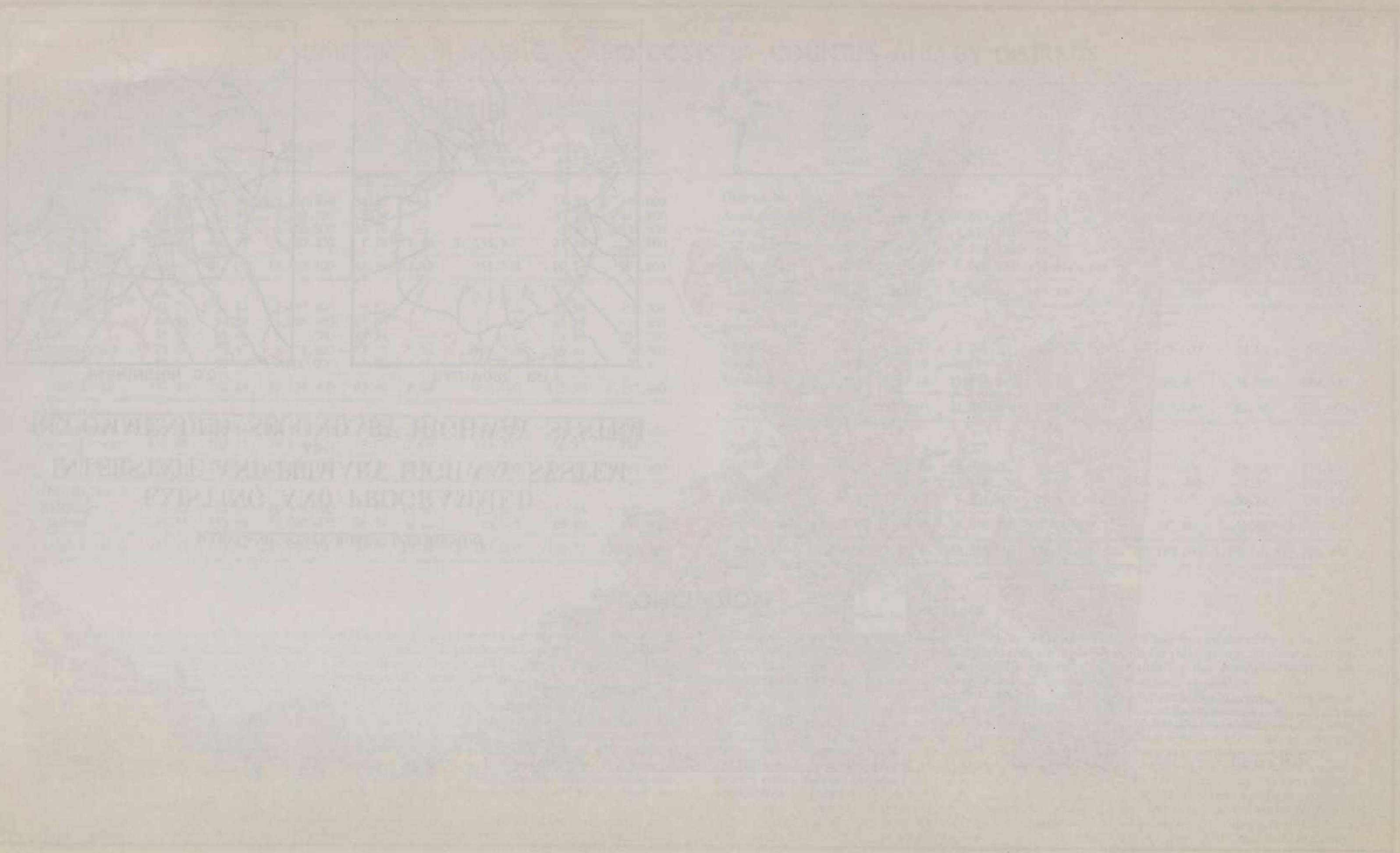
WASHINGTON D.C.



BALTIMORE CITY



SCALE IN MILES
0 5 10
ONE INCH APPROXIMATELY 5 MILES



UNITED STATES GEOLOGICAL SURVEY
WASHINGTON, D. C.
1900

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

ALLEGANY COUNTY

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A close-up, horizontal view of the spiral binding of a notebook. The image shows a series of metal coils that hold the pages together. The coils are arranged in a regular, repeating pattern along the length of the notebook. The edges of the pages are visible, showing a light-colored, slightly textured surface. The overall appearance is that of a standard, well-used spiral-bound notebook.

4

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

ANNE ARUNDEL COUNTY

1

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS	
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total			
							CONSTRUCTION NEEDS										
Md. 170	2-41	Md. 2 @ Balto. City Line to Md. 648 @ Linthicum	2.32	11	74	1	Widen and Resurface.	5298	7500	13,850	409,500	81,900	165,400	656,800	1		
Md. 170	2-42	Md. 648 @ Linthicum to Md. 46 @ Friendship	3.16	16	84	2	Widen and resurface for 1.56 mi. Construct 2nd lane for 1.60 mi.	3670	6100	10,614	588,500	117,700	80,400	786,600	2		
Md. 170	2-43	Md. 46 @ Friendship to Md. 176 @ Harmans	2.35	23	105	3	Construct 2nd lane; Resurface existing lane; Modify bridges & Interchange.	2970	4650	8091	575,800	115,200	--	691,000	3		
Md. 170	2-130	Md. 176 @ Harmans to Md. 554 @ Severn	1.69	15	83	4	Construct 2nd lane; Resurface existing lane; Modify channelized Intersection.			Est 9500	323,000	64,600	--	387,600	4		
Md. 170	2-48	Md. 554 @ Severn to Md. 677 @ Odenton	3.79	17	85	5	Construct 2nd lane; Resurface existing lane; Modify channelized Intersection.		4725 5025	8000 9000	655,000	131,000	401,000	1,187,000	5		
Md. 173	2-48	Balto. City Line to Md. 607	5.97	9	51	6	Construct 2nd lane; Widen and resurface existing lane, construct two bridges.	4893 2454	11,900 9609	20,706 16,720	1,895,000	380,000	483,000	2,758,000	6		
Md. 173	2-49	Md. 607 at Jacobsville to End SRC Maint. at Fort Smallwood	3.03	35	232	7	Widen & Resurface; Rehabilitate Shoulders.	--	2050	4000	197,000	39,000	87,000	323,000	7		
Md. 175	2-51	Balto.-Washington Exp. to Md. 170 at Odenton	5.15	13	81	8	Construct 2nd lane 2.3 mi.; Widen and Resurface remainder.	1418	6600 7200	11,500 13,000	905,500	181,100	163,200	1,249,800	8		
Md. 175	2-52	Md. 170 at Odenton to Md. 3	3.28	32	215	9	Widen & Resurface; Rehabilitate shoulders; Relocate 1.0 mi.	2468 3372	2975 2700	5000 5000	294,000	59,000	182,000	535,000	9	Transfer sections of old road to County.	
Md. 175 Ext.		Md. 3 to Gotts	3.50	6	37	10	Construct New Road.				853,000	171,000	232,000	1,256,000	10		
Md. 175 Ext.		Gotts to (Carrs Corner) Md. 450	5.00	2	8	11	Construct New Road.				855,000	171,000	200,000	1,226,000	11		
Md. 176	2-54	Balto.-Washington Exp. to Md. 652 @ Twin Oaks	2.93	10	59	12	Construct 2nd lane; Resurface existing road; Construct bridges.	1869	8925	15,530	617,700	123,500	138,900	880,100	12		
Md. 176	2-55	Md. 652 @ Twin Oaks to Md. 648 @ Glen Burnie	2.96	14	82	13	Construct 2nd lane; Construct bridges; Resurface existing road.	1850	6100	10,614	550,800	110,200	148,000	809,000	13		
Md. 177 Ext.		Md. 3 (Glen Burnie Bypass) to Md. 2	3.90	3	12	14	Construct dual highway, grade separation structures & interchanges.	--	--	--	2,742,300	548,500	735,500	4,026,300	14		
Rel. Md. 177	2-56	Md. 2 @ Brookwood Farms to 1.3 mi. East of Md. 607 Ext.	5.56	7	46	15	Relocate - construct dual highway & tie to Md. 607	3855	11,275	20,000	1,945,000	390,000	408,000	2,743,000	15	Cost of Md. 607 Ext. included.	
Md. 177	2-57	1.3 mi. East of Md. 607 Ext. to End SRC Maint. @ Gibson Island	5.47	42	322	16	Widen & Resurface; Rehabilitate Shoulders; Modify curves.	--	2200	3000	362,000	71,000	80,700	513,700	16		
Md. 181	2-60	Md. 788B Northerly to Adams St.	1.01	45	526	17	Reconstruct Urban Street.	--	--	--	252,000	50,000	17,000	319,000	17		
Md. 214	2-61	Prince George Co. Line to Old Md. 424 in Davidsonville	2.80	54	567	18	Minor resurfacing.	--	2575	4000	56,000	11,200	--	67,200	18		
Md. 214	2-61	Old Md. 424 in Davidsonville to Relocated Md. 424	2.00	55	568	19	Minor resurfacing.	--	2575	4000	40,000	8,000	--	48,000	19		
Md. 214	2-61	Relocated Md. 424 to Md. 2	1.25	22	100	20	Construct 2nd Lane; Minor resurface existing lane.	--	4625	8000	209,000	41,800	41,000	291,800	20		
Md. 214	2-62	Md. 2 @ Steuarts Corner to Md. 468 at Collinson Corner	1.39	18	86	21	Construct 2nd Lane; Minor resurface existing lane.	--	5700	10,000	194,800	39,000	14,800	248,600	21		
Md. 214	2-62	Md. 468 at Collinson Corner to End SRC Maint. at Beverly Beach	4.16	19	91	22	Widen & Resurface; Modify Curves; Rehabilitate Shoulders.	1443 551	4225 1250	7000 2000	420,000	84,000	59,500	563,500	22		
Md. 255	2-65	Md. 2 N. of Mt. Zion to Md. 468	3.19	24	120	23	Relocation.	680	2325	4000	446,000	89,200	72,500	607,700	23	Transfer sections of old road to County.	
Md. 255	2-65	Md. 468 to End SRC Maint. at Galesville	1.64	37	263	24	Widen & Resurface; Rehabilitate Shoulders.	680	2325	4000	67,500	13,500	50,000	131,000	24		
Md. 258	2-66	Md. 2 to Deale	2.70	4	15	25	Relocation.	792	1375	2000	735,000	147,000	50,000	933,400	25	Transfer sections of old road to County.	
Md. 256	2-60	Deale to Md. 468	2.48	52	559	26	Minor resurface.	109	1375	3000	49,600	9,900	--	59,500	26		
Md. 258	2-69	Md. 416 at Bristol to Md. 2	4.11	5	16	27	Construct New Road.	1379	1275 1450	2000 3000	600,000	120,000	58,500	778,500	27	Transfer sections of old road to County.	
Md. 261	2-60	Md. 2 to 1.64 mi. from Md. 2	1.64	31	212	28	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	457	425	700	128,000	26,000	74,000	228,000	28		
Md. 261	2-86	1.64 mi. from Md. 2 to 4.16 mi. East of Md. 2	2.52	44	487	29	Resurface.	457	425	700	63,000	12,600	45,000	120,600	29		
Md. 261		4.16 mi. East of Md. 2 to Calvert County Line	1.36	36	246	30	Widen & Resurface; Rehabilitate Shoulders.	--	--	700	95,000	19,000	233,000	347,000	30		
Md. 386	2-71	0.20 mi. W. of Md. 648 in Severna Park to End SRC Maint.	0.83	39	308	31	Widen & Resurface; Rehabilitate Shoulders.	353	625	1000	51,500	10,300	1,500	63,300	31		

ANNE ARUNDEL COUNTY

2

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS	
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total			
							CONSTRUCTION NEEDS										
Md. 424	2-76	Md. 3 to Md. 450	2.43	57	579	1	Minor Resurface - 2nd Stage.	68 184	825 825	1500 1400	48,600	9,700	--	58,300	1		
Md. 424	2-75	Md. 450 to 0.25 N. of A/W Expressway	2.35	38	284	2	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	--	500	900	172,000	34,000	38,000	244,000	2		
Md. 424	--	0.88 S. of A/W Expressway to Md. 214	3.00	26	132	3	Relocation.	778	950	2000	560,000	112,000	55,000	727,000	3		
Md. 450	2-37	Md. 3 Eastward toward Md. 178 for 4.50 mi.	4.50	34	230	4	Reconstruct Portion; Remainder, Widen & Resurface; Modify Curves & Rehabilitate Shoulders.	2117	925	--	363,000	71,000	28,700	462,700	4		
Md. 450	2-37	4.5 mi. from Md. 3 Eastward for 1.5 miles.	1.50	43	351	5	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	--	--	--	114,500	23,000	4,300	141,800	5		
Md. 450	2-37	6.0 miles from Md. 3 to Md. 178	3.10	27	157	6	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	520	2050	3600	247,000	49,000	146,000	442,000	6		
Md. 450	Pt. 2-37 & 2-18	Md. 178 to W. Limits of Annapolis	0.78	1	3	7	Construct Dual Highway - 0.55 mi.; Construct Road - 0.23 mi.	--	--	--	270,000	54,000	135,000	459,000	7		
Md. 450	2-17	W. Limits of Annapolis to End Divided Highway	0.41	58	584	8	Resurface.	--	--	--	14,800	3,000	--	17,800	8		
Md. 450	2-17	End Divided Highway to Cherry Grove Ave.	0.76	59	588	9	Resurface.	--	--	--	25,000	5,000	--	30,000	9		
Md. 450	2-17	Cherry Grove Ave. to Taylor Ave. (old Division St.)	0.52	47	536	10	Resurface.	--	--	--	10,400	2,000	--	12,400	10		
Md. 450	2-7	Md. 436 to SW End Severn River Bridge	0.56	46	531	11	Resurface.	--	--	--	11,300	2,300	--	13,600	11		
Md. 450	2-6	Old Severn River Bridge	0.36	48	541	12	Resurface.	--	--	--	16,000	3,200	--	19,200	12		
Md. 450	2-6	Severn River Bridge to .14 mi. N. of Manresa Entr.	1.40	49	545	13	Resurface.	--	--	--	56,000	11,000	--	67,000	13		
Md. 468	2-82	1.02 miles North of Md. 255 to Md. 255	1.02	33	216	14	Reconstruct 0.25 mi.; Widen and Resurface .77 miles.	975	1750	3000	80,000	16,000	17,000	113,000	14		
Md. 468	2-82	Md. 255 to End SRC Maint. at Shadyside	6.51	25	128	15	Reconstruct 2.51 mi.; Widen and Resurface 4.0 miles.	1208	2050	4000	560,000	110,000	268,000	940,000	15		
Md. 602	2-84	Prince Georges Co. Line to Balto.-Washington Expressway	2.00	12	80	16	Resurface Existing Lane; Construct 2nd Lane.	--	--	--	549,000	110,000	160,000	819,000	16		
Md. 602	2-84	Balto.-Washington Expressway to End SRC Maint. @ Fort Meade	1.87	53	565	17	Minor Resurfacing.	--	--	--	37,400	7,500	--	44,900	17		
Md. 607	2-85	Md. 173 to Md. 177 @ Jacobsville	0.76	30	172	18	Construct Urban Section.	--	2850	5000	57,000	11,000	23,000	91,000	18		
Md. 648	2-70	Balto. County Line to Md. 3 (Bus.) at Glen Burnie	4.60	8	50	19	Widen & Resurface; Provide curb & gutter; Construct Intersection & Bridges.	--	15,125	26,318	1,237,800	247,600	164,800	1,650,200	19		
Md. 665	2-131	Md. 2 to End SRC Maint. S. of Eastport	3.55	21	97	20	Const. 2nd Lane of Dual.	--	3725	6000	605,000	121,000	174,000	900,000	20		
Md. 710	2-99	Md. 2 to Balto. City Line @ Curtis Bay	1.77	20	95	21	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	2155	5500	9370	278,000	55,600	67,500	401,100	21		
Md. 713	2-100	Md. 176 to 0.47 mi. S. of Md. 175	2.95	56	572	22	Minor Resurfacing.	1327	2450	4263	49,600	9,900	--	59,500	22		
Md. 788B	2-93	Md. 665 to End SRC Maint. @ Md. 181	0.48	28	163	23	Widen & Resurface; Rehabilitate Shoulders.	--	--	--	39,400	7,900	8,700	56,000	23		
Ser. Rd. US 50	2-106	Revell Interchange to Bay Bridge	2.50±	60	593	24	Minor Resurfacing.	--	--	--	25,000	5,000	--	30,000	24		
						25									25		
		Total	142.22			26	Totals				\$22,603,300	\$4,518,900	\$5,513,300	\$32,635,500	26		

BALTIMORE COUNTY

4

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

ANNE ARUNDEL COUNTY

5

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total		
							RECOMMENDED FOR TRANSFER FROM STATE TO OTHER JURISDICTIONS									
Md. 167	2-38	S. End Patapsco River Bridge to Md. 170	2.32			1	Normal Maintenance.	3880	5175	9005	--	--	--	--	1	Transfer to County.
Md. 168	2-39	Md. 648 at N. Linthicum to Md. 167	1.29			2	Normal Maintenance.	2357	4100	7134	--	--	--	--	2	Transfer to County.
Md. 169	2-40	Md. 167 to Md. 648 at Linthicum	0.91			3	Improve Within Existing R/W.	1520	2425	4219	60,300	12,100	--	72,400	3	Transfer to County.
Ser.Rd. Md. 170	2-45	Service Rd. W. of Md. 270 and S. of Severn				4	Normal Maintenance.	--	--	--	--	--	--	--	4	Transfer to County.
Md. 171	2-46	Md. 2 @ Brooklyn Park to Balto. City Line	0.94			5	Minor Resurfacing.	3140	7725	13,442	10,000	2,000	--	12,000	5	Transfer to County.
Md. 172	2-47	Balto.City Line to End SRC Maint. @ Curtis Bay	0.06			6	Normal Maintenance.	--	--	--	--	--	--	--	6	Transfer to County.
Md. 174	2-50	Md. 3 (Bus.) at Glen Burnie to End SRC Maint.	1.20			7	Improve Within Existing R/W.	2177	2250	3915	4,900	1,000	--	5,900	7	Transfer to County.
Old Md. 177	2-56	Md. 2 @ Brookwood Farms to Co. Rd. 1.30 mi. East of Md. 607	5.56			8	Minor Resurfacing.	3855	11,275	20,000	50,500	10,100	--	60,600	8	Transfer to Co. after constr. of Dual Hwy Relocation & improvements.
Md. 178	2-59	Md. 3 to Md. 450 W. of Parole (Not continuous - 0.29 mi. county rd.)	7.88			9	Improve Within Existing R/W.	1208 1800	2300 4075	4000 7000	56,000	11,200	--	67,200	9	Transfer to Co. upon compl. of Md. 175 Ext. & Relocated Md. 178.
Md.178A	2-58	Md. 178 to Md. 3 @ Dorr's Corner	0.24			10	Normal Maintenance.	--	--	--	--	--	--	--	10	Transfer to County.
Md. 179	2-59	Md. 648 thru St. Margarets to US 50	2.77			11	Improve Within Existing R/W.	--	1150	2000	55,400	11,000	--	66,400	11	Transfer to County.
Md.214B	2-61	East of Md. 2 - Md. 214 to Md. 253	0.34			12	Normal Maintenance.	--	--	--	--	--	--	--	12	Transfer to County.
Md. 216	2-63	3 Sections of Md. 216 E. of Laurel	2.04			13	Normal Maintenance.	--	--	--	--	--	--	--	13	Transfer to County.
Md. 253	2-64	Md. 2 thru Woodland Beach to Md. 214	1.63			14	Improve Within Existing R/W.	2638	2050	4000	26,400	5,300	--	31,700	14	Transfer to County.
Md. 256	2-66	Md. 778 to Deale	2.70			15	Normal Maintenance.	--	--	--	--	--	--	--	15	Transfer after constr. of relocation
Md. 259	2-68	Md. 4 at Greenock to Md. 416 at Bristol	2.69			16	Improve Within Existing R/W.	--	375	700	62,800	12,500	--	75,300	16	Transfer to County.
Md. 270	2-69	Md. 3(Bus.) @ Furnace Branch Rd. to Md. 648	2.14			17	Improve Within Existing R/W.	1994	5000	8700	15,000	3,000	--	18,000	17	Transfer to County.
Md. 386	2-71	0.20 mi. W. of Md. 648 to Md. 648	0.20			18	Normal Maintenance.	--	--	--	--	--	--	--	18	To County or Town.
Md. 387	2-72	Begin SRC Maint. near Md. 450 in Annapolis to End SRC Maint.	1.73			19	Improve Within Existing R/W.	--	1250	2000	45,000	9,000	--	54,000	19	Transfer to City of Annapolis.
Md. 393	2-9	Md. 450 at Parole to Md. 2	0.67			20	Minor Resurfacing.	--	--	--	10,000	2,000	--	12,000	20	Transfer to Annapolis.
Md. 422	2-73	Md. 4 and Md. 2 at Mt. Zion to End SRC Maint.	3.09			21	Improve Within Existing R/W.	--	325 400	600 700	67,800	13,500	--	81,300	21	Transfer to County.
Md. 423	2-74	Md. 2 to End SRC Maint. at Fairhaven	2.81			22	Improve Within Existing R/W.	--	--	900	65,200	13,000	--	78,200	22	Transfer to County.
Old Md. 424	2-75	0.88 mi. S. of A/W Expressway northerly to Barricade	0.42			23	Normal Maintenance.	--	--	--	--	--	--	--	23	Transfer to County.
Md. 424	2-75	0.88 mi. S. of A/W Expressway to Md. 214 at Davidsonville	2.50			24	Normal Maintenance.	--	--	--	--	--	--	--	24	Transfer after completion of relocated Md. 424
Md. 435	2-77	Md. 436 (Annapolis St.) to End SRC Maint. N. Rosedale St.	0.69			25	Improve Within Existing R/W.	--	--	--	18,000	3,600	--	21,600	25	Transfer to Annapolis.
Md. 436	2-78	End SRC Maint. to Md. 450 in Annapolis	1.36			26	Improve Within Existing R/W.	--	--	--	27,200	5,400	--	32,600	26	Transfer to City of Annapolis.
Md. 437	2-79	Md.435 (Taylor Ave.) to Md.436 (Melvin Ave.)	0.20			27	Normal Maintenance.	--	--	--	--	--	--	--	27	To City of Annapolis.
Md. 438	2-80	Old 436 to End SRC Maint.	0.37			28	Improve Within Existing R/W.	--	--	--	2,600	500	--	3,100	28	Transfer to City of Annapolis.
Md. 450	2-8	Md. 436 (Annapolis St.) to End SRC Maint. @ College Creek	0.28			29	Normal Maintenance.	--	--	--	--	--	--	--	29	To City of Annapolis.
Md. 465	2-81	Md. 178 to End SRC Maint.	1.40			30	Improve Within Existing R/W.	--	--	--	9,800	2,000	--	11,800	30	Transfer to County.
Md. 468	2-82	Sections of Old Md. 468 between Collinson Corner and Md. 255	1.46			31	Normal Maintenance.	--	--	--	--	--	--	--	31	Transfer to County.

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

ANNE ARUNDEL COUNTY

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ANNE ARUNDEL COUNTY

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total		
							RECOMMENDED FOR TRANSFER FROM STATE TO OTHER JURISDICTIONS									
Md.483A	2-101	Md. 554 at Severn to Barricade E. side of Pa. R.R.	0.23			1	Improve Within Existing R/W.	--	--	--	1,600	300	--	1,900	1	Transfer to County.
Md.483B	2-101	Barricade W. side Pa. R.R. at Severn to Md. 554	0.27			2	Improve Within Existing R/W.	--	--	--	1,900	400	--	2,300	2	Transfer to County.
Md. 642	2-114	Two sections at Old Stoney Creek Bridge	0.26			3	Normal Maintenance.	--	--	--	--	--	--	--	3	Transfer to County.
Md.645A	2-115	Md.176 atHarmans to Barricade W. side of Pa. R.R.	0.41			4	Improve Within Existing R/W.	--	--	--	8,200	1,600	--	9,800	4	Transfer to County.
Md.645B	2-115	Barricade E. side Pa. R.R. atHarmans to Road End	0.15			5	Normal Maintenance.	--	--	--	--	--	--	--	5	Transfer to County.
Md. 648	2-87	Md. 3 (Bus.) in Glen Burnie to Md. 177	3.30			6	Minor resurface 2.2 miles.	--	9700	15,878	22,000	4,400	--	26,400	6	Transfer to County.
Md. 648	2-88 2-89	Md. 177 at Lipins Corner to Md. 2 at Joyce	8.69			7	Normal Maintenance.	--	--	3000	--	--	--	--	7	Transfer to County.
Md. 648	2-90	Md. 2 at Joyce to Md. 2 at Arnold	0.53			8	Minor Resurfacing.	--	--	--	6,000	1,200	--	7,200	8	Transfer to County.
Md. 648	2-91	Md. 2 at Arnold to Md. 2	0.32			9	Normal Maintenance.	--	--	--	--	--	--	--	9	Transfer to County.
Md. 648	2-92	Md. 2 to Md. 450 at Severn River Bridge	2.75			10	Minor Resurfacing.	--	--	--	19,300	3,800	--	23,100	10	Transfer to County.
Md. 652	2-44	Md. 170 S. of Harmans to Md. 176 E. of Harmans	1.04			11	Improve Within Existing R/W.	4082	5475	9529	7,300	1,500	--	8,800	11	Transfer to County.
Md. 652	2-116	Md. 176 E. of Harmans to Barricade	0.90			12	Normal Maintenance.	--	--	--	--	--	--	--	12	Transfer to Balto. City.
Md. 672	2-94	Md. 648 to End SRC Maint. at Naval Experimental Sta.	0.21			13	Normal Maintenance.	--	3675	6000	--	--	--	--	13	Transfer to County.
Md. 677	2-95	Md. 175 at Sappington to End SRC Maint. @ Odenton	1.29			14	Improve Within Existing R/W.	--	--	--	25,800	5,200	--	31,000	14	Transfer to County.
Md. 686	2-97	Md. 2 to Jack St. at Balto. City Line	0.17			15	Normal Maintenance.	--	--	--	--	--	--	--	15	Transfer to County.
Md. 706	2-98	Md. 177 to Md. 648 E. of Lipins Corner	1.09			16	Improve Within Existing R/W.	--	--	--	7,600	1,500	--	9,100	16	Transfer to County.
Md. 723	2-117	Md. 175 at Jessup to End SRC Maint. at Jessup	0.19			17	Normal Maintenance.	--	--	--	--	--	--	--	17	Transfer to County.
Md.778A	2-119	Old section of Md. 2, W. of Md. 2 between Steuarts Corner & Mt. Zion	0.60			18	Improve Within Existing R/W.	--	--	--	4,200	1,000	--	5,200	18	Transfer to County.
Md. 778 B-C-D	2-119	Three sections of Old Md. 2 between Steuarts Corner & Mt. Zion	0.84			19	Normal Maintenance.	--	--	--	--	--	--	--	19	Transfer to County.
Md. 778 E-F-G	2-112	Three sections of Old Md. 2 South of Mt. Zion	0.91			20	Normal Maintenance.	--	--	--	--	--	--	--	20	Transfer to County.
Md. 779	2-123	Md. 174 to Road End East of Md. 3 Glen Burnie Bypass	0.22			21	Normal Maintenance.	--	--	--	--	--	--	--	21	Transfer to County.
Md. 782	2-125	Beg. SRC Maint. to End SRC Maint N. of Weems Creek	0.32			22	Normal Maintenance.	--	--	--	--	--	--	--	22	Transfer to County.
Md. 783	2-126	Md. 436 to US 50 & 301 N. of Annapolis	0.35			23	Normal Maintenance.	--	--	--	--	--	--	--	23	Transfer to County.
Md. 784	2-127	Md. 436 to US 50 & 301 N. of Annapolis	0.32			24	Normal Maintenance.	--	--	--	--	--	--	--	24	Transfer to County.
Md. 785	2-128	Md. 784 to Road End N. side US 50	0.29			25	Normal Maintenance.	--	--	--	--	--	--	--	25	Transfer to County.
Md. 786 A-B-C	2-129	Three sections between Revell Interchange and Severn River Bridge	0.89			26	Normal Maintenance.	--	--	--	--	--	--	--	26	Transfer to County.
Md.788A	2-93	Md. 387 to Md. 665 (Forest Dr.) in Annapolis	0.21			27	Normal Maintenance.	--	--	--	--	--	--	--	27	Transfer to County.
Md.789A	2-110	Old Section Md.3 E. side Md.3 & S. of Md.3 Business														



A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

BALTIMORE COUNTY

1

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS		
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total				
							CONSTRUCTION NEEDS											
Md. 20D	3-51	Md. 151 @ Sparrows Pt. to Inter. of Millers Island & Ex. Md. 200	2.1	2	63	1	Construct New Road.	8229	9400	16,356	1,780,000	356,000	255,000	2,391,000	1			
Md. 25	3-52	Balto. Beltway & Jones Falls Expressway Interchange to Md. 131 Seminary Ave.	1.20	1	30	2	0.4 mi.Constr. Dual; 0.2 mi.Constr. New Road 0.6 mi.Widen & Resurface;Rehabilitate Shoulders.	2686	2475	4307	206,000	41,000	99,500	346,500	2			
Md. 25	3-53	Md. 131 Seminary Ave. to Shawan Road	5.74	8	118	3	Widen and Resurface; Modify Curves; Rehabilitate Shoulders.	--	2150	3800	581,000	116,000	175,000	872,000	3			
Md. 25	3-53	Shawan Road to Md. 128 @ Butler	3.02	8	127	4	Widen and Resurface; Modify Curves; Rehabilitate Shoulders.	--	2150	3800	351,000	70,000	151,000	572,000	4			
Md. 25	3-54	Md. 128 @ Butler to Md. 88	1.21	12	141	5	Widen and Resurface; Modify Curves; Rehabilitate Shoulders.	913	2175	3800	119,000	24,000	80,000	223,000	5			
Md. 45	3-20	Shawan Road to 3.93 mi. North	3.93	10	136	6	Reconstruction.	3307	1525	2700	786,000	157,000	190,000	1,133,000	6			
Md. 45	3-20	3.93 mi. No. of Shawan Road to East-West Highway	2.10	11	137	7	Reconstruction.	3307	1525	2700	420,000	84,000	135,000	639,000	7			
Md. 88	3-56	Carroll County line to Ridge Road	2.73	16	176	8	Widen and Resurface; Modify Curves; Rehabilitate Shoulders.	502	850	1500	365,000	73,000	162,000	600,000	8			
Md. 88	3-56	Ridge Road to Mt. Zion Road	0.86	22	244	9	Widen and Resurface; Modify Curves; Rehabilitate Shoulders.	502	850	1500	107,000	21,000	61,400	189,400	9			
Md. 88	3-56	Mt. Zion Road to Md. 25.	3.41	24	277	10	Widen and Resurface; Modify Curves; Rehabilitate Shoulders; Widen Bridge.	502	850	1500	370,000	74,000	104,200	548,200	10			
Md. 128	3-62	Begin. SRC Maint. E. of Butler Rd. to Md. 30	1.30	30	539	11	Minor Resurfacing.	--	3650	6400	10,000	2,000	--	12,000	11			
Md. 129	3-63	Balto. City Line to Md. 133	0.67	4	68	12	Reconstruct as Urban Dual.	1606	9075	15,791	168,000	34,000	--	202,000	12			
Md. 129	3-63	Md. 133 to 0.4 mi. South of Md. 130	1.92	20	240	13	0.72 mi. Widen,Resurface, Modify Curves,Rehabilitate Shoulders; 1.20 mi.Reconstruct as Urban Section.	1056	1875	3263	283,000	57,000	85,000	425,000	13			
Md. 129	3-63	Md. 130 to Garrison Forest Road	5.01	18	198	14	Widen & Resurface; Modify Curves; Rehabilitate Shoulders; Construct Bridge.	730	1200	2088	575,000	115,000	93,000	783,000	14			
Md. 130	3-64	US 140 @ Garrison to Md. 25 Falls Road	5.66	5	88	15	Widen and Resurface; Modify Curves; Rehabilitate Shoulders.	1483	3250	5655	730,000	146,000	350,000	1,226,000	15			
Md. 145	3-79	Begin SRC Maint. @ Loch Raven to Md. 146	3.56	17	177	16	Reconstruction.	1104	1300	2300	740,000	148,000	108,000	996,000	16	Transfer sections of old road to County.		
Md. 145	3-79	Md. 146 to Md. 165	4.82	19	206	17	Widen and Resurface; Modify Curves; Rehabilitate Shoulders.	705	1350	2300	581,000	116,000	212,000	909,000	17			
Md. 150	3-88	Md.700 Martin Blvd.to End of Dual Hwy. W. Bengies	1.69	31	562	18	Minor Resurfacing	--	16,525	28,754	17,000	2,000	--	19,000	18			
Md. 150	3-88	End Dual Highway @ Bengies toward Md. 149	1.00	25	281	19	Widen and Resurface; Rehabilitate Shoulders.	9690	2325	400	70,000	14,000	30,000	114,000	19			
Md. 150	3-89	1.0 mi. E. of Dual Highway @ Bengies to Md. 149	1.98	27	359	20	Widen and Resurface; Rehabilitate Shoulders.	9690	2325	4000	139,000	28,000	72,000	239,000	20	Ultimately to be trans. to County upon completion of White Marsh Blvd		
Md. 165	3-90	Md. 145 (Rel.) to Harford County line	0.45	28	491	21	Widen and Resurface; Rehabilitate Shoulders	--	650	1100	41,000	8,000	3,000	52,000	21			
Md. 372	3-64	Balto. Beltway to City Line	1.08	32	580	22	Minor Resurfacing.	5968	11,200	19,488	15,000	2,000	--	17,000	22			
Md. 648	3-92	Balto. City Line to begin Patapsco River Bridge @ A.A. County	1.51	3	64	23	Widen and Resurface.	7002	8550	14,877	225,000	45,000	189,000	459,000	23			
E/W Highway	-	Harford Co. Line to Md. 138 (1.8 mi.E. of Hereford)	4.0	9	133	24	Construct New Road.	--	--	--	1,200,000	220,000	185,000	1,605,000	24			
E/W Highway	-	Md. 138 (1.8 mi. E. of Hereford) to Cedar Grove Rd.	4.2	15	171	25	Construct New Road.	--	--	--	1,260,000	252,000	193,000	1,705,000	25			
E/W Highway	-	Cedar Grove Rd. to Md. 88	3.9	21	242	26	Construct New Road.	--	--	--	1,170,000	234,000	181,000	1,585,000	26			
E/W Highway	-	Md. 88 to Carroll Co. Line	3.8	29	501	27	Construct New Road.	--	--	--	1,140,000	228,000	178,000	1,546,000	27			
						28									28			
		Total	72.85			29	Totals				\$ 13,449,000	\$ 2,667,000	\$ 3,292,100	\$ 19,408,100	29			

3

CALVERT COUNTY

2

A close-up, horizontal view of the spiral binding of a notebook. The image shows a series of metal coils that form a continuous spiral along the edge of the pages. The coils are dark and metallic, and the pages they bind are a light, off-white color. The perspective is from the side, looking down the length of the binding, creating a strong sense of repetition and depth. The lighting is even, highlighting the texture of the metal and the edges of the paper.

CALVERT COUNTY



A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

CALVERT COUNTY

1

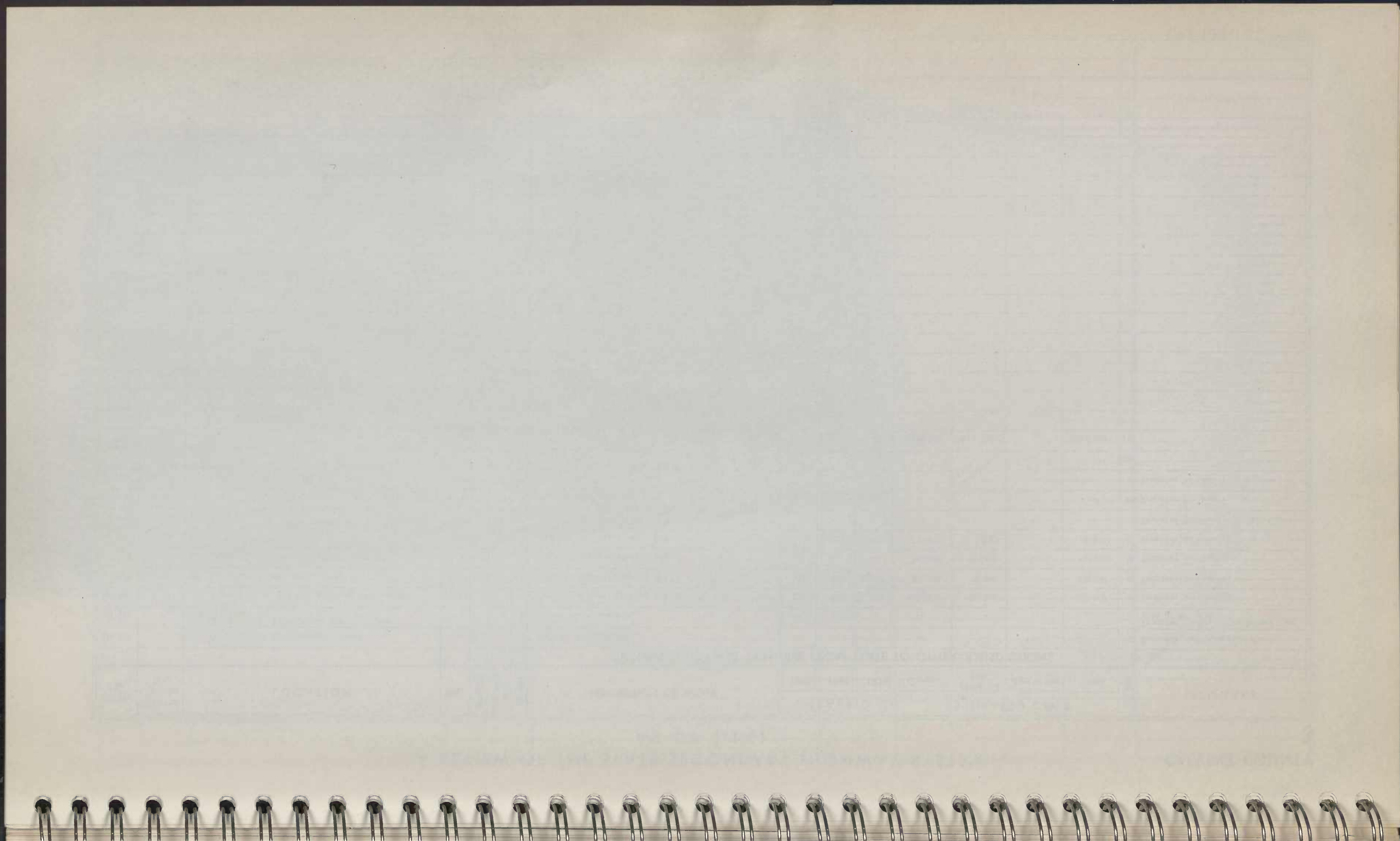
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CAROLINE COUNTY

CAROLINE COUNTY



A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

CAROLINE COUNTY

3

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total		
							RECOMMENDED FOR TRANSFER FROM STATE TO OTHER JURISDICTIONS									
Md. 306	5-17	Md. 318 in Federalsburg to End Urban Section	0.20			1	Normal Maintenance.	--	--	--	--	--	--	--	1	Transfer to Federalsburg.
Md. 306	5-17	End of Urban Section to Delaware State Line	4.29			2	Normal Maintenance.	--	--	--	--	--	--	--	2	Transfer to County.
Md. 307	5-18	Main Street in Federalsburg to University Ave. in Federalsburg	0.43			3	Normal Maintenance.	--	--	--	--	--	--	--	3	Transfer to town upon completion of Federalsburg Bypass.
Md. 307	5-18	University Ave. in Federalsburg to Md. 313	0.51			4	Improve within existing R/W.	760	1200	2100	3,600	700	--	4,300	4	Transfer to County.
Md. 307	5-19	Dorchester Co. Line to Railroad Ave.	0.78			5	Normal Maintenance.	--	--	--	--	--	--	--	5	Transfer upon completion of Federalsburg Bypass & Md.307 Rel.
Md. 314	5-25	Md. 480 to End SRC Maint. @ R.R.	0.70			6	Minor Resurfacing.	--	--	--	4,900	1,000	--	5,900	6	Transfer to Greensboro.
Md. 318	5-27	Md. 313 in East Federalsburg to Federalsburg Bypass	--			7	Normal Maintenance.	--	--	--	--	--	--	--	7	Transfer to town or County upon compl. of Federalsburg Bypass.
Md. 324	5-29	Md. 331 in Preston to S.W. Limits of Preston	0.39			8	Normal Maintenance.	--	525	--	--	--	--	--	8	Transfer to Preston.
Alt. Md. 404	5-38	Talbot Co. Line to End of Urban Sec. in Hillsboro	0.51			9	Minor Resurfacing.	--	375	700	1,800	400	--	2,200	9	Transfer to County or Town.
Alt. Md. 404	5-38	End Urban Sec. in Hillsboro to Md. 404	1.24			10	Minor Resurfacing.	--	375	700	8,700	1,800	--	10,500	10	Transfer to County or Town.
Md. 480	5-36	Md. 314 to Md. 313	0.9			11	Normal Maintenance.	--	--	--	--	--	--	--	11	Transfer to Town.
Md. 485	5-46	Md. 404 to Md. 404 E. of Hillsboro	0.66			12	Normal Maintenance.	--	--	--	--	--	--	--	12	Transfer to County.
Md. 578	5-41	Md. 16 to Newton Rd.	2.80			13	Improve within existing R/W.	--	275	--	19,600	3,900	--	23,500	13	Transfer to County.
Md. 578	5-41	Newton Rd. to Md. 331 @ Bethlehem	1.48			14	Improve within existing R/W.	88	675	--	47,400	9,500	--	56,900	14	Transfer to County.
Md. 621	5-43	Md. 16 to American Corner	3.26			15	Improve within existing R/W.	157	350	--	32,600	6,500	--	39,100	15	Transfer to County.
Md. 621	5-24	American Corner to Md. 313 N. of Federalsburg	2.12			16	Improve within existing R/W.	780	325	--	63,600	12,700	--	76,300	16	Transfer to County.
Md. 630	5-4	N. Limits of Federalsburg to Md. 313 within Federalsburg	0.25			17	Normal Maintenance.	--	--	--	--	--	--	--	17	Transfer to Federalsburg.
Md. 776	5-51	Md. 480 to Md. 312 in Ridgely	0.79			18	Normal Maintenance.	--	1050	1800	--	--	--	--	18	Transfer to Ridgely.
Md. 776	5-51	Md. 312 to Md. 312 N. of Ridgely	0.10			19	Normal Maintenance.	--	--	--	--	--	--	--	19	Transfer to County.
Md. 817	5-31	Md. 331 S.E. of Preston to Road End & Md. 318 to Road End near Hunting Creek	1.04			20	Normal Maintenance.	--	--	--	--	--	--	--	20	Transfer to County.
Md. 820	5-53	Old Section of Md. 313, N.W. of Goldsboro	0.15			21	Normal Maintenance.	--	--	--	--	--	--	--	21	Transfer to County.
Md. 821	5-20	Md. 311 to Md. 454 in Marydel	0.13			22	Normal Maintenance.	--	--	--	--	--	--	--	22	Transfer to Marydel.
Md. 821	5-33	Md. 454 W. of Marydel to Corp. Limits of Marydel	0.08			23	Normal Maintenance.	--	--	--	--	--	--	--	23	Transfer to County.
Md. 821	5-33	Corp. Limits of Marydel to Md. 311	0.18			24	Normal Maintenance.	--	--	--	--	--	--	--	24	Transfer to Town.
						25									25	
		Total	22.99			26	Totals				\$182,200	\$36,500	--	\$218,700	26	

CARROLL COUNTY

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CARROLL COUNTY

CARROLL COUNTY

3

CECIL COUNTY

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

CECIL COUNTY

1

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS	
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total			
							CONSTRUCTION NEEDS										
Md.7	7-20	Road End in Elkton to Big Elk Creek	1.37	16	227	1	Resurface.	--	--	--	21,900	4,400	--	26,300	1		
Md.7	7-20	Big Elk Creek US 40 E. of Elkton	1.13	27	484	2	Resurface.	1371	1775	3000	18,100	3,600	--	21,700	2		
Md.7	7-18	US 222 to End SFC Maint. at Perryville (Vet. Hosp.)	0.53	24	468	3	Resurface.	--	--	--	15,900	3,200	--	19,100	3		
US222	7-64	US 40 to Md. 7 at Perryville	0.67	26	472	4	Resurface.	3030	4925	8600	13,400	2,700	--	16,100	4		
Rel.267	-	Charlestown to Md. 7	0.50	11	145	5	Construct new road w/2 bridges.	--	--	--	325,000	60,000	19,000	404,000	5		
Rel.267	-	Md. 7 to US 40	1.0	12	146	6	Construct new road.	--	--	--	275,000	60,000	38,000	368,000	6		
Md.272	7-59	Pa. State Line to Md. 273 at Calvert	1.35	4	40	7	Resurface - 2nd Stage.	875	1625	2900	40,500	8,100	--	48,600	7		
Md.272	7-60	Md. 273 in Calvert to 1.0 mile South of Md. 273	1.00	5	41	8	Resurface - 2nd Stage.	1018	1600	2800	30,000	6,000	--	36,000	8		
Md.272	7-60	1.0 mi. South of Md. 273 to US 40 near Northeast	5.58	6	42	9	Resurface - 2nd Stage.	1875	2325	4000	167,000	33,400	--	200,400	9		
Md.272	7-62	Md. 7 in Northeast to 0.90 miles S. of Md. 7 in Northeast.	0.90	2	34	10	Resurface.	--	--	--	27,000	5,400	--	32,400	10		
Md.272	7-62	0.9 mi. South of Md. 7 in Northeast to End SFC Maint. at Elk Neck	5.30	7	43	11	Resurface - 2nd Stage	--	1600	2800	159,000	31,800	--	190,800	11		
Md.274	7-31	Md. 699E at Bay View to 4.34 mi. N.W. of Md. 699-E	4.34	22	305	12	Relocate 0.7 mi.; Widen & Resurface Remainder; Modify Curves; Rehabilitate Shoulders.	1072	1400	2200	475,500	95,100	90,900	661,500	12	Transfer sections of old road to County.	
Md.274	7-31	4.34 mi. N.W. of Md. 699E to S. Limits of Rising Sun	2.59	15	204	13	Widen & Resurface; Modify Curves; Rehabilitate Shoulders for 1.29 mi. Relocate last 1.3 mi.	975	1475	2600	374,000	84,000	84,200	542,200	13		
Md.276	7-61	North of Woodlawn to Md. 269	1.75	1	13	14	Relocation.	--	1275	2200	283,000	57,000	46,700	386,700	14		
Md.276	7-61	Md. 269 to Md. 273	1.53	9	130	15	Relocation.	--	1475	2600	245,000	19,000	50,700	344,700	15		
Md.276	7-61	Md. 273 to US 1 (Rising Sun Bypass)	0.45	10	138	16	Relocation.	--	1475	2600	69,800	14,000	6,000	89,800	16		
Md.279	7-69	Md. 7 in Elkton to Del. State Line	4.28	3	35	17	Resurface - 2nd Stage.	1768	3200	5600	129,200	25,700	--	154,900	17		
Md.280	7-35	Pa. Line to Md. 273 at Fair Hill	1.58	14	191	18	Relocate 0.6 mi.; Widen & Resurface Remainder; Modify Curves; Rehabilitate Shoulders.	676	1100	2000	197,000	39,400	65,200	301,600	18	Transfer sections of old road to County.	
Md.280	7-63	Md. 273 in Fair Hill to .54 mi. S. of Md. 273 in Fair Hill.	0.54	23	323	19	Widen & Resurface; Rehabilitate Shoulders.	1124	1550	2700	54,000	10,800	31,400	96,200	19		
Md.280	7-69	Md. 7 to US 40	0.44	17	235	20	Widen & Resurface.	--	--	3600	37,500	7,500	--	45,000	20		
Md.281	7-37	Md.7 Del. Ave. in Elkton to Delaware State Line	2.17	8	44	21	Resurface - 2nd Stage.	--	1700	3000	65,000	13,000	--	78,000	21		
Md.282	7-38	Del. Line to Begin. Urban Section in Cecilton	5.39	25	471	22	Resurface.	1102	2000	3500	161,500	32,300	--	193,800	22		
Md.282	7-38	Begin. Urban section in Cecilton to Md. 213	0.40	18	260	23	Resurface.	1102	2000	3500	8,000	1,600	--	9,600	23		
Md.282	7-39	US 213 in Cecilton to End of Urban section W. of Cecilton	0.38	19	272	24	Resurface.	1125	2000	3500	9,500	1,900	--	11,400	24		
Md.282	7-39	W. End Urban section in Cecilton Co. Rd. 214 & 216 S.E. of Earlville	2.05	13	152	25	Widen & Resurface; Modify Curves; Rehabilitate Shoulders.	1125	2000	3500	153,700	30,700	6,500	190,900	25		
Md.282	7-40	Co. Rd. 214 & 216 S.E. of Earlville to End SFC Maint. at Crystal Beach.	4.46	21	301	26	Widen & Resurface; Relocate 0.65 mi.; Rehabilitate Shoulders.	548	875	1500	404,800	81,000	53,000	538,800	26	Transfer sections of old road to County.	
Md.896	7-69	Pa. State Line to Delaware State Line	0.21	20	293	27	Widen & Resurface; Rehabilitate Shoulders.	--	--	--	15,800	3,200	700	19,700	27		
						28									28		
		Total	51.89			29	Totals				\$3,776,100	\$759,800	\$492,300	\$5,028,200	29		

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A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

CECIL COUNTY

3

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS	
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total			
							RECOMMENDED FOR TRANSFER FROM STATE TO OTHER JURISDICTIONS										
Md.7	7-18	US 222 to US 40 E. of Principio	3.12			1	Normal Maintenance.	--	--	--	--	--	--	--	1	Transfer to County.	
Md.7	7-19	US 40 @ Foys Hill to W. Limits Northeast	4.53			2	Normal Maintenance.	--	--	--	--	--	--	--	2	Transfer to County and Town of Charlestown.	
Md.7	7-19	W. Limits Northeast to E. Limits Northeast	0.61			3	Normal Maintenance.	--	--	--	--	--	--	--	3	Trans. to Town of Northeast.	
Md.7	7-19	E. Limits Northeast to US 40 W. of Elkton	4.75			4	Normal Maintenance.	--	--	--	--	--	--	--	4	Transfer to County.	
Md.164	7-21	Md. 267 in Charlestown to S.W. Limits of Charlestown	0.22			5	Normal Maintenance.	147	--	--	--	--	--	--	5	Trans. to Town of Charlestown.	
Md.267	7-22	Md. 7 E. of Charlestown to Md. 7 W. of Charlestown	1.87			8	Normal Maintenance.	483	--	--	--	--	--	--	6	Transfer to town of Charlestown upon compl. of conn. to US 40.	
Md.269	7-23	US 222 at Port Deposit to Pa. R.R. at Liberty Grove.	3.23			7	Improve within existing R/W.	518	875	1500	80,800	16,200	--	97,000	7	Transfer to County.	
Md.269	7-23	Pa. R.R. at Liberty Grove to Md. 276	3.07			8	Improve within existing R/W.	--	775	1300	76,800	15,400	--	92,200	8	Transfer to County.	
Md.271	7-24	Md. 7 in Perryville to End SRC Maint. at Locust St.	0.26			9	Normal Maintenance.	--	--	--	--	--	--	--	9	Trans. to Town of Perryville.	
Md.276	7-61	North of Woodlawn to US 1 (Rising Sun Bypass)	3.30±			10	Normal Maintenance.	--	--	--	--	--	--	--	10	Transfer to County after completion of relocation.	
Md.277	7-33	Md.316 to End SRC Maint. nr. Elk Mills	1.22			11	Improve within existing R/W.	--	--	--	8,500	1,700	--	10,200	11	Transfer to County.	
Md.284	7-65	Co. 288 (Lock St.) to Lewis St. at C & D Canal in Chesapeake City	0.34			12	Improve within existing R/W.	--	1050	--	2,400	500	--	2,900	12	Transfer to Town of Chesapeake City.	
Md.285	7-41	Md. 537-B in Chesapeake City to Del. Line.	1.89			13	Improve within existing R/W.	1104	1700	3000	37,800	9,600	--	47,400	13	Transfer to Town of Chesapeake City and County.	
Md.286	7-52	Md. 537-C in S.Chesapeake City to End Urban Section	0.12			14	Normal Maintenance.	--	269	--	--	--	--	--	14	Transfer to Town of Chesapeake City.	
Md.286	7-52	End Urban Section to Del. State Line	2.05			15	Improve within existing R/W.	--	269	--	14,400	2,900	--	17,300	15	Transfer to County.	
(Bochmia Ave) Md.286	7-52	2nd St. (Ches. City) to Wharf at C & D Canal	0.07			18	Normal Maintenance.	--	--	--	--	--	--	--	16	Transfer to Town of Chesapeake City.	
Md.299	7-42	US 301 to Kent Co. Line	0.48			17	Normal Maintenance.	--	--	--	--	--	--	--	17	Transfer to County.	
Md.310	7-43	US 213 at Cayots to Del. State Line with Spur to US 213	4.16			18	Normal Maintenance.	--	--	--	--	--	--	--	18	Transfer to County.	
Md.316	7-53	Md. 279 to End SRC Maint. at Md. 277	2.72			19	Improve within existing R/W.	--	850	1500	19,000	3,800	--	22,800	19	Transfer to County.	
Md.316	7-53	Begin SRC Maint. at B&O R.R. to End SRC Maint.	0.55			20	Improve within existing R/W.	--	--	1500	3,900	800	--	4,700	20	Transfer to County.	
Md.342	7-45	Md. 537-C in Chesapeake City to Md. 310 at St. Augustine	2.84			21	Improve within existing R/W.	40	150	300	56,800	11,400	--	68,200	21	Transfer to County.	
Md.537B	7-50	N. Limits of Chesapeake City to C & D Canal	0.32			22	Normal Maintenance.	--	--	--	--	--	--	--	22	Transfer to Town of Chesapeake City	
Md.537C	7-50	US 213 to Barricade at C & D Canal	0.50			23	Normal Maintenance.	--	--	--	--	--	--	--	23	Transfer to Town of Chesapeake City.	
Md.537D	7-50	Old US 213 in Chesapeake City - City Line to 213 to Md. 342 including spur	0.26			24	Normal Maintenance.	--	--	--	--	--	--	--	24	Transfer to Town of Chesapeake City.	
Md.545	7-47	Md. 280 to N.W. Limits of Elkton	0.42			25	Improve within existing R/W.	--	--	--	8,400	1,700	--	10,100	25	Transfer to Town of Elkton.	
Md.545	7-47	N.W. Limits of Elkton to Little Elk Creek	2.55			26	Improve within existing R/W.	--	--	--	51,000	10,200	--	61,200	26	Transfer to County.	
Md.545	7-47	Little Elk Creek to Pleasant Hill	3.04			27	Improve within existing R/W.	--	--	--	21,300	4,300	--	25,600	27	Transfer to County.	
Md.591	7-66	US 1 to US 1 at Richardsmere	1.15			28	Normal Maintenance.	--	--	--	--	--	--	--	28	Transfer to County.	
Md.685	7-67	Old US 213 at Bohomia River	0.16			29	Normal Maintenance.	--	--	--	--	--	--	--	29	Transfer to County.	
Md.699	7-25 to 7-28	Old Sections of Md. 272	8.09			30	Normal Maintenance.	--	--	--	--	--	--	--	30	Transfer to County or Town of Northeast.	
Md.727	7-51	2 Sections of Old Md. 279 in Elkton	0.21			31	Normal Maintenance.	--	--	--	--	--	--	--	31	Transfer to Town of Elkton.	

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

CECIL COUNTY

2

[illegible]

CHARLES COUNTY

4

A close-up, horizontal view of the spiral binding of a notebook. The image shows a series of metal rings that form a continuous spiral along the left edge of the notebook. The rings are dark and have a slightly reflective surface. The pages of the notebook are visible on the right side, showing a light-colored, textured surface. The overall composition is a detailed, macro shot of a common everyday object.

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

CHARLES COUNTY

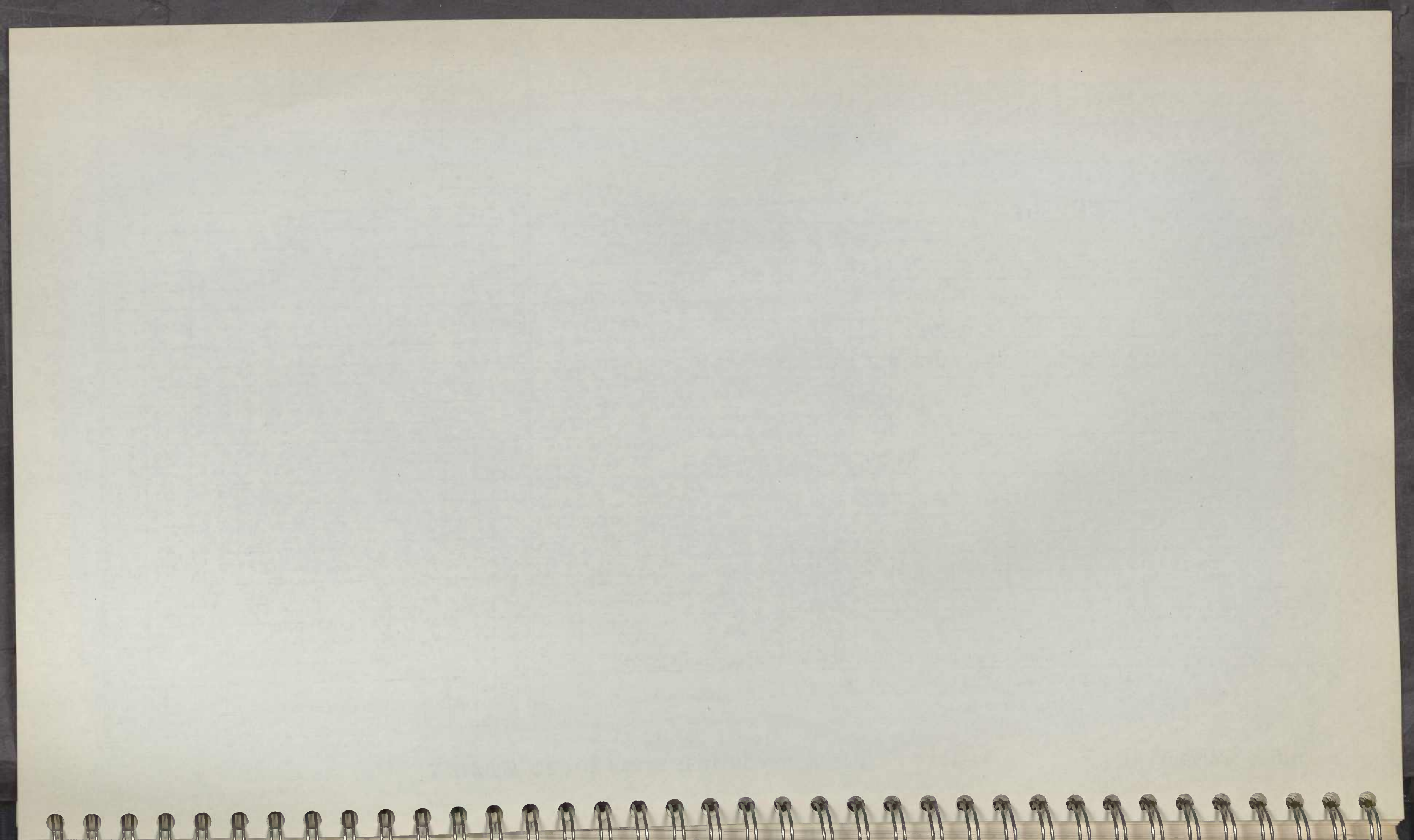
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A close-up, horizontal view of a spiral-bound notebook. The image focuses on the metal spiral binding, which is a series of interlocking loops. The loops are made of a dark, possibly black or dark grey, metal. The notebook's pages are visible as a series of light-colored, slightly textured surfaces that fan out from the binding. The background is a plain, light-colored surface. The lighting is even, highlighting the metallic sheen of the spiral and the texture of the paper.

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A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

DORCHESTER COUNTY

3

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A close-up, horizontal view of the spiral binding of a notebook. The image shows a series of metal rings that form a continuous spiral along the edge of the pages. The pages are white and appear slightly aged or off-white. The binding is located on the left side of the notebook, and the rings are visible through the gaps between the pages. The overall composition is a simple, detailed shot of a common everyday object.

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

FREDERICK COUNTY

1

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS	
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total			
							CONSTRUCTION NEEDS										
Md.17	10-35	US 340 to 0.3 mi. North of Burkittsville	4.80	8	275	1	Relocate 2.5 mi.; Widen, resurface, modify curves & rehabilitate shoulders 2.3 mi.	338	650	1100	626,000	125,000	63,000	814,000	1		
Md.28	10-37	US 15 to Montgomery Co. Line	2.78	23	529	2	Resurface; Rehabilitate Shoulders.	687	1600	3000	111,000	23,000	23,000	157,000	2		
Md.75	10-47	Carroll County Line to Md. 26 at Libertytown	7.61	10	321	3	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	--	900	1500	680,000	136,000	158,000	974,000	3		
Md.75	10-46III	Md.26 at Libertytown to 1.14 mi.N.of New London	3.63	12	329	4	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	322	850	1300	322,000	64,000	72,000	458,000	4		
Md.75	10-46II	1.14 mi. North of New London to New London	1.14	2	7	5	Relocation & Reconstruct.	322	750	1300	200,000	40,000	20,000	260,000	5	Transfer sections of old road to County.	
Md.75	10-46I	New London to Md. 144 at New Market	3.06	1	6	6	Relocation & Reconstruct.	--	850	1500	550,000	110,000	50,000	710,000	6	Transfer sections of old road to County.	
Md.75	10-45IV	Md. 144 at New Market to Fountain Mills	3.09	14	381	7	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; New Bridge; Relocate Around Monrovia.	266	800	1400	317,000	63,000	50,000	430,000	7		
Md.75	10-45II	Fahrney Branch to Price Distillery Road	2.37	9	296	8	Widen & Resurface; Modify Curves; Rehabilitate Shoulders.	270	450	800	275,000	55,000	29,000	359,000	8		
Md.75	10-45I	Price Distillery Road to Md. 355	1.88	17	466	9	Widen and Resurface; Rehabilitate Shoulders.	270	450	800	143,000	29,000	11,000	183,000	9		
E-W Hwy.	-	Wash. Co. Line to 3.0 mi. from Wash. Co. Line	3.0	22	508	10	Construct New Road.	--	--	--	825,000	165,000	143,100	1,133,100	10	Transfer Exist. Md. 77 upon completion of New Road.	
E-W Hwy.	-	3.0 mi. from Wash. Co. Line to US 15 S.of Thurmont	3.20	21	507	11	Construct New Road.	--	--	--	800,000	160,000	76,000	1,036,000	11	Transfer Exist. Md. 77 upon completion of New Road.	
E-W Hwy.	-	US 15 S. of Thurmont to Md. 77 E. of Graceham	4.60	3	125	12	Construct New Road.	--	--	--	1,375,000	275,000	164,700	1,814,700	12	Transfer Exist. Md. 77 upon completion of New Road.	
E-W Hwy.	-	Md. 77 E. of Graceham to Carroll County Line	2.20	20	502	13	Construct New Road.	--	--	--	750,000	150,000	131,600	1,031,600	13	Transfer Exist. Md. 77 upon completion of New Road.	
Md.80	10-56I	US 15 @ Buckeystown to N.W. terminal of US 240 Interchange	4.01	4	220	14	Relocation & Reconstruction.	535	950	1600	830,000	166,000	30,000	1,026,000	14	Transfer sections of old road to County.	
Md.81	10-57	Md. 355 at Urbana to Md. 75 South of Monrovia	4.68	24	544	15	Resurface; Rehabilitate Shoulders.	157	375	1600	85,000	17,000	43,400	145,400	15		
Md.80	10-58	Md. 75 S. of Monrovia to Montgomery County Line	3.21	7	269	16	Widen & Resurface; Modify Curves; Rehabilitate Shoulders.	--	1025	1800	274,000	55,000	36,000	365,000	16		
Md.81	10-59	New US 15 at Thurmont to Lantz	4.10	13	364	17	Reconstruction.	933	1400	2400	1,725,000	345,000	100,000	2,170,000	17		
Md.81	10-59	Lantz to Washington County Line	3.60	11	325	18	Reconstruction;Relocate Around Sabillasville.	569	900	1600	475,000	95,000	120,000	690,000	18		
Md.194	10-40	Carroll County Line to Md. 550 in Woodsboro	5.97	25	566	19	Resurface.	2027	3550	6000	119,400	23,800	--	143,200	19	Ulti. Relocation at Woodsboro not included.	
Md.194	10-41	Md. 550 in Woodsboro to Md. 26 in Ceresville	6.48	26	570	20	Resurface.	2084	3650	6000	129,600	25,900	--	155,500	20	Ulti. Relocation at Walkersville not included.	
Md.355	10-31	Md. 75 to Montgomery County Line	0.2	28	591	21	Resurface.	--	--	--	4,000	800	--	4,800	21		
Md.355	10-31	Md. 80 to Md. 80 @ Urbana	0.2	27	582	22	Resurface.	--	--	--	4,000	800	--	4,800	22		
Md.550	10-64I	Md. 77 South of Thurmont to Creagerstown	3.81	16	437	23	Widen & Resurface; Modify Curves; Rehabilitate Shoulders.	305	350	700	314,000	63,000	147,000	524,000	23	Trans. sect. between Md. 77 and prop.E-W on construction of E-W	
Md.550	10-64II	Creagerstown to Northern Bank of Monocacy River	1.12	5	250	24	Widen & Resurface; Modify Curves; Rehabilitate Shoulders.	305	350	700	117,000	23,000	28,000	168,000	24		
Md.550	10-64II	Northern Bank of Monocacy River to Md. 194 in Woodsboro	2.50	6	251	25	Widen & Resurface; Modify Curves; Rehabilitate Shoulders; New Bridge.	305	350	700	330,000	66,000	80 000	476,000	25	Ultimate Relocation at Woodsboro not included.	
Md.550	10-65	Md. 194 in Woodsboro to Md. 26 in Libertytown	5.22	15	420	26	Widen & Resurface; Rehabilitate Shoulders.	--	1025	2000	392,000	78,000	125,000	595,000	26		
						27									27		
		Total	87.86			28	Totals				\$11,773,000	\$2,354,300	\$1,700,800	\$15,828,100	28		

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GARRETT COUNTY

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

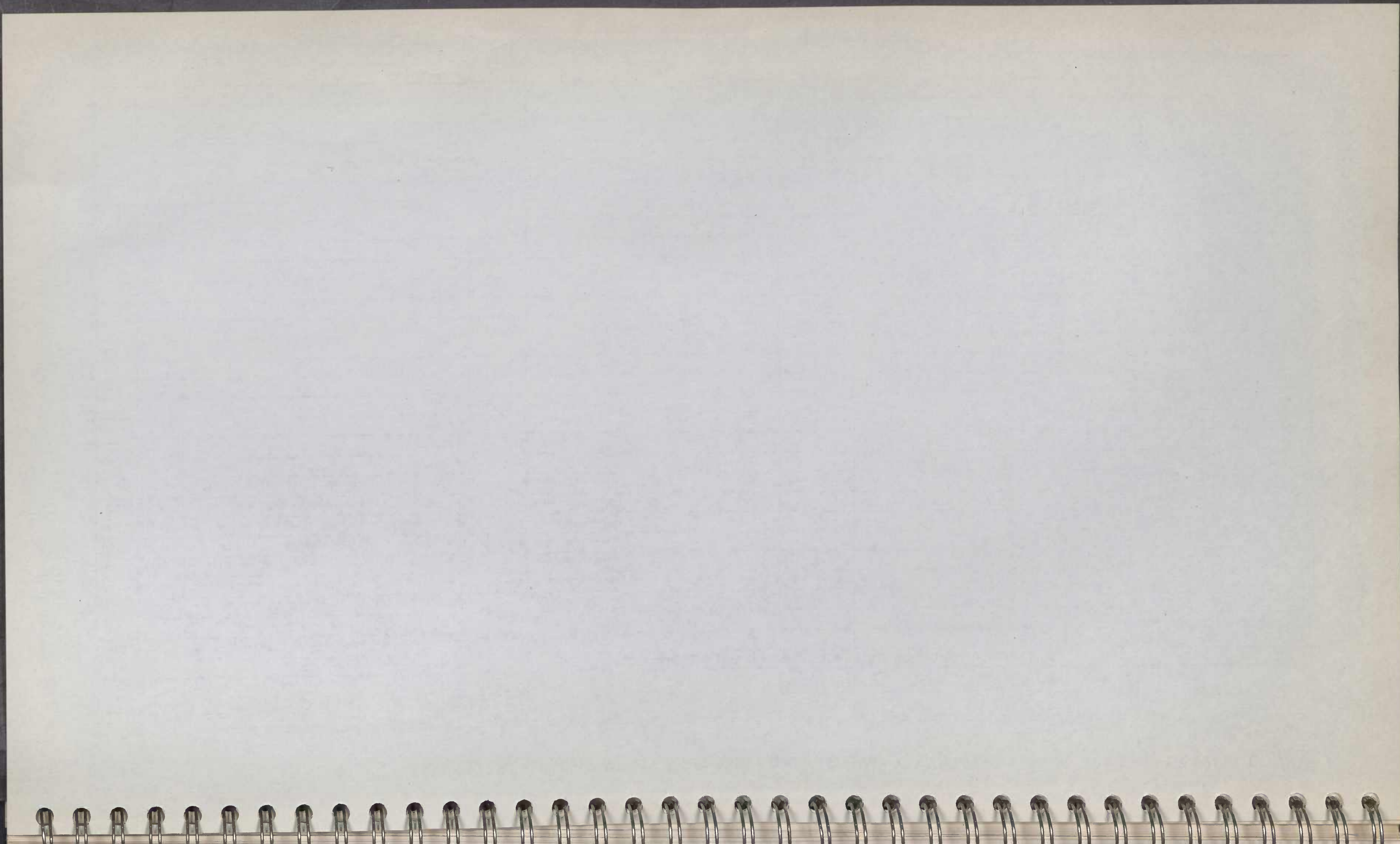
GARRETT COUNTY

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HARFORD COUNTY



A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

HARFORD COUNTY

1

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS		
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total				
							CONSTRUCTION NEEDS											
Md.23	12-25	Md. 146 at Madonna to Md. 439 at Shawsville	3.45	19	224	1	Widen and Resurface; Rehabilitate Shoulders; Modify Curves;Construct 0.3 mi.bypass for Madonna.	1395	1800	3100	342,000	68,000	228,000	638,000	1	Transfer section of old road to Co.after cons. Madonna bypass.		
Md.23	12-26	Md. 439 at Shawsville to Penna. State Line	6.81	24	270	2	Widen and Resurface; Rehabilitate Shoulders; Modify Curves.	950	950	1700	605,000	121,000	223,000	949,000	2			
Md.24	12-30	Md.23 at Forest Hill to Md.165 at Bush's Corner	7.22	7	134	3	Widen and Resurface; Rehabilitate Shoulders; Modify Curves; Widen Bridges.	854	1925	3300	770,000	154,000	199,000	1,123,000	3	0.3 mi. Normal Maintenance Study Future Relocation.		
Md.24	12-31	Md. 165 at Bush's Corner to Penna. State Line at Fawn Grove	4.11	35	372	4	Widen and Resurface; Rehabilitate Shoulders; Modify Curves.	261	373	700	381,000	76,000	82,000	539,000	4			
Md.136	12-32	Md.7 (Philadelphia Rd.) to Md.22 at Churchville	6.22	30	315	5	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Reconstruct Bridge.	523	1200	2000	544,000	109,000	343,000	996,000	5			
Md.136	12-33	Md. 22 at Churchville to US 1 at Poplar Grove	5.67	22	238	6	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Reconstruct Bridge.	1653	1400	2400	711,000	142,000	148,000	1,001,000	6			
Md.136	12-34II	Md.440 at Dublin to Md.165 at Whiteford	6.55	2	14	7	Widen and Resurface; Rehabilitate Shoulders; Modify Curves.	1720	1975	3400	540,000	108,000	202,000	850,000	7	This does not include 0.45 mile section adjacent to Broad Creek.		
Md.136	12-35	Md.165 at Whiteford to Md.624 West of Graceton	2.37	31	347	8	Widen and Resurface; Rehabilitate Shoulders; Modify Curves.	1064	1450	2500	252,000	50,000	138,000	440,000	8			
Md.136	12-57II	Md.624 West of Graceton to Md.24	2.15	17	202	9	Widen and Resurface; Rehabilitate Shoulders; Modify Curves.	--	--	--	236,000	47,000	38,000	321,000	9			
Md.136	12-57II	Md.24 to Fawn Grove Rd.	1.87	39	490	10	Widen and Resurface; Rehabilitate Shoulders; Widen Bridge.	277	400	700	154,000	31,000	62,000	247,000	10			
Md.136	12-57I	Fawn Grove Rd. to Md. 23	4.51	37	449	11	Widen and Resurface; Rehabilitate Shoulders; Reconstruct Bridge.	357	525	900	380,000	76,000	95,000	551,000	11			
Md.146	12-37	Md.152 to Md.23 at Madonna	1.59	13	184	12	Widen and Resurface; Rehabilitate Shoulders.	1645	2425	--	69,000	14,000	51,000	134,000	12	Transfer section of old road to Co.after cons. of Madonna bypass.		
Md.152	12-39	Edgewood Arsenal toward US 40	0.54	18	214	13	Resurface.	1458	3225	5600	10,800	2,200	--	13,000	13			
Md.152	12-40	US 40 to 0.7 mi. N. of Md.7	1.36	4	92	14	Relocate.	--	2850	5000	225,000	45,000	54,000	324,000	14	Transfer old rd. to Co. upon completion of relocation.		
Md.152	12-40	0.7 mi. N.of Md.7 toRelocated Md.152 W. of Mountain	2.10	5	102	15	Reconstruct & Relocate.	--	--	--	347,000	69,000	82,000	498,000	15	Transfer sections of old road to County.		
Md.152	12-77	Pocock Rd. to Md.146 South of Madonna	2.14	36	406	16	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	435	1200	2000	187,000	37,000	46,000	270,000	16			
Md.155	12-15	Md.22 at Churchville to 2.4 miles East of Md. 22	2.4	11	178	17	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	--	1575	2700	288,000	57,000	53,000	398,000	17			
Md.161	12-48I	Md.155 near Level to Price Rd.	3.7	9	159	18	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	867	1650	2900	398,000	80,000	78,000	556,000	18	Bridge Not Included.		
Md.161	12-48II	Price Rd. to US 1 North of Darlington	1.7	14	186	19	Widen & Resurface; Rehabilitate Shoulders; Modify Curves 1.0 mi.	867	1650	2900	230,000	46,000	54,000	330,000	19	Transfer 0.3 miles to Co. after acquiring section of Castleton Rd. South of US 1 from County.		
Md.165	12-49	Balto.Co.Line to Md.152 at Upper Crossroads	2.22	32	350	20	Widen & Resurface; Rehabilitate Shoulders.	789	1025	1800	178,000	36,000	113,000	327,000	20			
Md.165	12-50	Md.152 at Upper Crossroads to Md.23 at Jarrettsville	4.68	28	300	21	Widen & Resurface; Rehabilitate Shoulders; Modify Curves for 3.4 mi.; Relocate 1.28 mi.	506	2150	2000	547,000	109,000	120,000	776,000	21	Transfer sections of old road to Co.after cons. of relocation.		
Md.165	12-51II	Md.23 at Jarrettsville to Mt. Horeb Rd.	3.06	23	262	22	Relocate 0.5 mi. Widen & Resurface; Rehabilitate Shoulders; Modify Curves for 2.56 mi.	1108	1150	2200	352,000	70,000	65,000	487,000	22			
Md.165	12-51I 12-79	Mt. Horeb Rd. to Md.624	5.34	12	181	23	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Reconstruct Bridges.	654	1275	2200	697,000	139,000	101,000	937,000	23			
Md.439	12-54	Balto.Co.Line to Md.23 at Shawsville	1.22	25	289	24	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	770	1325	2300	108,000	22,000	27,000	157,000	24			
Md.440	12-55II	US 1 near Darlington to Md.136 in Dublin	1.81	20	226	25	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	--	1050	1900	169,000	34,000	101,000	304,000	25			
Md.440	12-55I	Md.136 in Dublin to Md.543 at Ady	3.87	27	295	26	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	--	775	1300	332,000	66,000	138,000	536,000	26			
Md.462	12-56	Md.22 in Aberdeen to Aberdeen City Limits	1.02	6	112	27	Construct Urban Section with C. & G.	--	--	--	204,000	41,000	11,000	256,000	27			
Md.462	12-56	Aberdeen City Limits to Md.155 at Webster	3.19	33	352	28	Widen & Resurface; Rehabilitate Shoulders; Modify Curves.	713	1100	2000	260,000	52,000	38,000	350,000	28			
Md.543	12-59	US 1 at Hickory to Prop East, West Highway	1.20	34	362	29	Widen & Resurface; Rehabilitate Shoulders.	--	975	1700	96,000	19,000	20,000	135,000	29			
Md.543	12-60	US 1 at Hickory to Md.165 South of Pylesville	8.76	29	307	30	Widen & Resurface; Rehabilitate Shoulders. Modify Curves. Reconstruct Bridge.	768	1300	2300	986,000	197,000	167,000	1,350,000	30			

HARFORD COUNTY

3

HOWARD COUNTY

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

HARFORD COUNTY

5

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total		
							RECOMMENDED FOR TRANSFER FROM STATE TO OTHER JURISDICTIONS									
Md.7	12-17, 18, 19, 20	Balto. Co. Line at Gunpowder River to US 40 South of Md.175	11.35			1	Normal Maintenance.	--	2825	4700	--	--	--	--	1	Transfer to County after construction of NE Expressway.
Md.7	12-22	US 40 West of Havre De Grace to City Limits of Havre De Grace	1.19			2	Normal Maintenance.	--	--	--	--	--	--	--	2	Transfer to County.
Md.7	12-22	City Limits of Havre De Grace to US 40	1.61			3	Normal Maintenance.	--	--	--	--	--	--	--	3	Trans. to Town of Havre De Grace.
Md.22	12-64	US 40 in Aberdeen along Post Rd. to US40@Swan Creek	1.97			4	Improve within existing R/W.	--	3050	5300	20,000	4,000	--	24,000	4	Transfer to County and Town of Aberdeen.
Md.23	12-23 24, 25	US 1 South of Hickory to Md.146 at Madonna	10.67			5	Normal Maintenance.	1350	2400	4700	--	--	--	--	5	Transfer to County after construction of E/W Highway.
Md.24A	12-27	Md.24 near Entr. to Edgewood Arsenal to P.R.R.	0.13			6	Normal Maintenance.	--	--	--	--	--	--	--	6	Transfer to County.
Md.138	12-36	Balto.Co.Line to Md.23 at Blackhorse	0.93			7	Improve within existing R/W.	681	1475	---	19,000	4,000	--	23,000	7	Transfer to County after construction of E/W Highway.
Md.146	12-37	Balto. Co. Line to Md.152	3.63			8	Improve within existing R/W.	1431	2100	3700	26,000	5,000	--	31,000	8	Transfer to County.
Md.152	12-76	US 40 to 0.7 mi. N. Md.7	1.36			9	Improve within existing R/W.	--	2850	5000	10,000	2,000	--	12,000	9	Transfer to County after Relocation of Md.152
Md.152 (807G)	12-40	By-passed Section in Vicinity of Stockton	0.90			10	Normal Maintenance.	--	--	--	--	--	--	--	10	Transfer to County.
Md.152 (807F)	12-76	By-passed Sections in Vicinity of Fallston	1.30			11	Normal Maintenance.	1342	1625	2800	--	--	--	--	11	Transfer to County.
Md.155	12-16	5 By-passed Sections of Md.155	3.48			12	Normal Maintenance.	--	--	--	--	--	--	--	12	Transfer to County.
Md.156	12-44	Md.22 South of Churchville to Md.155 Level Rd.	3.91			13	Improve within existing R/W.	1082	750	--	39,000	8,000	--	47,000	13	Transfer to County.
Md.159	12-46	US 40 at Stepney South along Penna. R.R. to Bush River	4.79			14	Improve within existing R/W.	504	725	1300	42,000	8,000	--	50,000	14	Transfer to County.
Md.490	12-22	Md.7 Revolution St. in Havre De Grace to End SRC Maint. at Commerce St.	0.32			15	Normal Maintenance.	--	--	--	--	--	--	--	15	Transfer to Town of Havre De Grace.
Md.543	12-58 12-59	Md.7 to Md.136 at Creswell	8.25			16	Improve within existing R/W.	562	1250	2000	165,000	33,000	--	198,000	16	Transfer to County after construction of E/W Highway.
Md.624	12-63	Md.165 east of Bush's Corner to Penna. State Line	3.09			17	Improve within existing R/W.	107	150	--	61,800	12,400	--	74,200	17	Transfer to County.
Md.646	12-65	Md.136 at Prospect to Md.543 North of Ady	3.30			18	Improve within existing R/W.	237	225	--	66,000	13,200	--	79,200	18	Transfer to County.
Md.753	12-67	Md.165 South of Pylesville to end SRC Maint. @ Street	1.06			19	Normal Maintenance.	--	--	--	--	--	--	--	19	Transfer to County.
Md.754	12-78	Md.543 Ady Rd.to End SRC Maint. at Highland	0.61			20	Normal Maintenance.	--	--	--	--	--	--	--	20	Transfer to County.
Md.762	12-74	Old Section of Md.136 between Dublin & US 1	0.29			21	Normal Maintenance.	--	--	--	--	--	--	--	21	Transfer to County.
Md.763	12-22	Md.155 Ohio St. to Juniata St. in Havre De Grace	0.29			22	Normal Maintenance.	--	--	--	--	--	--	--	22	Transfer to Town of Havre De Grace.
Md.807 A,B,C,D	12-42	4 Sections of Old Md.152 North of Upper Crossroads	0.96			23	Normal Maintenance.	--	--	--	--	--	--	--	23	Transfer to County.
Md.807 D & E	12-41	2 Sections of Old Md.152 South of Upper Crossroads	0.65			24	Normal Maintenance.	--	--	--	--	--	--	--	24	Transfer to County.
Md.881	12-75	Old Section of US 1, North of Poplar Grove	0.65			25	Normal Maintenance.	--	--	--	--	--	--	--	25	Transfer to County.
						26									26	
		Total	66.69			27	Totals				\$448,800	\$89,600	--	\$538,400	27	

HARFORD COUNTY

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A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

HOWARD COUNTY

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HOWARD COUNTY

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A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

HOWARD COUNTY

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[illegible]

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

HOWARD COUNTY

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[illegible]

HOWARD COUNTY

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KENT COUNTY

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KENT COUNTY

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

KENT COUNTY

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A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM
AS OF 1-1-61

KENT COUNTY

3

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS	
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total			
							RECOMMENDED FOR TRANSFER FROM STATE TO OTHER JURISDICTIONS										
Md. 20	14-14	New Md. 20 & Md. 288 to Old Md. 20 & Md. 445 via Old Md. 20	0.8			1	Minor Resurfacing.	1650	2600	4500	5,600	1,100	--	6,700	1	Transfer to County.	
Md. 20	14-10	College Ave to Md. 514	0.75			2	Normal Maintenance.	--	--	--	--	--	--	--	2	Transfer after construction of Chestertown Bypass.	
Md. 20	14-10	US 213 in Chestertown	0.14			3	Minor Resurfacing.	--	--	--	4,000	800	--	4,800	3	Transfer to town after construction of Chestertown Bypass.	
Md. 288	14-16	Md. 20 E. of Rock Hall to End SRC Maint. @ Langford Bay	3.39			4	Improve within existing R/W.	847	225	400	23,700	5,700	--	29,400	4	Transfer to County.	
Md. 292	14-25	Md. 298 S. of Stillpond to US 213	2.8			5	Normal Maintenance.	196	150	300	--	--	--	--	5	Transfer to County.	
Md. 293	14-26	School Street in Betterton	0.13			6	Normal Maintenance.	--	--	--	--	--	--	--	6	Transfer to town of Betterton.	
Md. 293	14-26	Wheeler Ave. in Betterton	0.16			7	Normal Maintenance.	--	--	--	--	--	--	--	7	Transfer to town of Betterton.	
Md. 293	14-26	Ericson Ave. in Betterton	0.62			8	Normal Maintenance.	--	--	--	--	--	--	--	8	Transfer to town of Betterton.	
Md. 293	14-26	1st. (Bayside St.) St. in Betterton	0.24			9	Normal Maintenance.	--	--	--	--	--	--	--	9	Transfer to town of Betterton.	
Md. 297	14-27	Md. 298 @ Butlertown to End SRC Maint. in Newtown	3.81			10	Improve within existing R/W.	--	--	--	26,700	5,300	--	32,000	10	Transfer to County.	
Md. 298	14-30	Md. 20 to Md. 298 in Fairlee	0.57			11	Normal Maintenance.	--	--	--	--	--	--	--	11	Transfer to County.	
Md. 299	14-31	Cecil Co. Line to Md. 313 @ Massey	5.21			12	Improve within existing R/W.	641	400	700	104,200	20,800	--	125,000	12	Transfer to County.	
Md. 313	14-52	US 301 to Md. 299 @ Massey	1.43			13	Improve within existing R/W.	620	425	700	35,800	7,200	--	43,000	13	Transfer to County.	
Md. 313	14-8	Md. 299 @ Massey to Md. 291 @ Millington	3.70			14	Improve within existing R/W.	1237	525	900	25,900	5,200	--	31,100	14	Transfer to County.	
Md. 442	14-32	Md. 292 S. of Betterton to End SRC Maint.	0.36			15	Normal Maintenance.	--	--	--	--	--	--	--	15	Transfer to County.	
Md. 443	14-33	Md. 292 S. of Betterton to End SRC Maint. @ Coleman	0.87			16	Normal Maintenance.	183	300	500	--	--	--	--	16	Transfer to County.	
Md. 444	14-36	Md. 444 N. of US 213 @ Locust Grove to End SRC Maint. @ Blacks with Westerly Spur to US 213	1.95			17	Normal Maintenance.	93	175	300	--	--	--	--	17	Transfer to County.	
Md. 444	14-34	Begin SRC Maint. near Turner Creek to US 213	3.46			18	Improve within existing R/W.	--	375	700	34,600	6,900	--	41,500	18	Transfer to County.	
Md. 445	14-36	Md. 21 E. of Tolchester to Md. 20 in Rock Hall	6.09			19	Improve within existing R/W.	356	650	1000	60,900	12,200	--	73,100	19	Transfer to County.	
Md. 446	14-36	Md. 20 W. of Chestertown to End SRC Maint @ Co. Rd.	3.68			20	Normal Maintenance.	300	250	400	--	--	--	--	20	Transfer to County.	
Md. 447	14-39	US 213 towards Morgnec	0.46			21	Normal Maintenance.	544	1600	Assumed 3000	--	--	--	--	21	Transfer after construction of Chestertown Bypass.	
Md. 447	14-39	Morgnec to Md. 290 in Chesterville	5.95			22	Normal Maintenance.	324 446	625 350	1000 600	--	--	--	--	22	Transfer to Co. upon completion of new Constr. as per agreement.	
Md. 448	14-40	US 213 to Md. 447	2.74			23	Normal Maintenance.	244	375	700	--	--	--	--	23	Transfer to County.	
Md. 448	14-40	Begin SRC Maint. near Turner Creek to US 213	3.19			24	Improve within existing R/W.	214 142	350 250	600 400	63,800	12,800	--	76,600	24	Transfer to County.	
Md. 514	14-41	Md. 20 N. of Chestertown to End SRC Maint.	3.80			25	Normal Maintenance.	--	1200	2000	--	--	--	--	25	Transfer to County.	
Md. 537	14-42	US 213 to US 213 @ Locust Grove	0.71			26	Normal Maintenance.	--	--	--	--	--	--	--	26	Transfer to County.	
Md. 561	14-43	Md. 298 @ Lynch to US 213	2.50			27	Normal Maintenance.	649	975	1700	--	--	--	--	27	Transfer to County.	
Md. 661	14-45	Md. 289 S. of Pomona to End SRC Maint @ Quaker Neck	2.22			28	Normal Maintenance.	117	200	350	--	--	--	--	28	Transfer to County.	
Md. 664	14-46	Md. 289 @ Piney Grove to End SRC Maint.	1.66			29	Normal Maintenance.	103	400	700	--	--	--	--	29	Transfer to County.	
Md. 674	14-47	Md. 20 & Md. 445 @ Rock Hall to Rock Hall Harbor	0.55			30	Normal Maintenance.	--	--	--	--	--	--	--	30	Transfer to town of Rock Hall.	
Md. 698	14-49	Begin SRC Maint. (SRC Garage) to High St. in Chestertown	0.11			31	Normal Maintenance.	--	--	--	--	--	--	--	31	Transfer to Chestertown.	

MONTGOMERY COUNTY

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

MONTGOMERY COUNTY

1

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS	
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total			
							CONSTRUCTION NEEDS										
Md.28	15-42	Frederick Co. Line to Co.253 S. of Dickerson	2.12	33	257	1	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Reconstruct Bridge.	1292	1975	3400	255,900	51,200	41,900	349,000	1		
Md.28	15-43	Co.253 S. of Dickerson to Md.109 @ Beallsville	2.26	38	298	2	Widen & Resurface; Rehab.Shoulders; Modify Curves.	709	1600	3000	83,500	16,800	28,600	128,900	2		
Md.28	15-44	Md.109 @ Beallsville to Md.107 @ Dowsonville	5.49	61	416	3	Widen & Resurface; Rehabilitate Shoulders.	587	1600	2600	411,800	82,200	61,700	555,700	3		
Md.28	15-45	Md.107 @ Dowsonville to Md.112 @ Darnestown	3.39	23	155	4	Widen & Resurface; Rehabilitate Shoulders for 1.0 mi. Reconstruct 2.39 mi. Widen Bridge.	994	1525	2700	479,600	96,000	43,700	619,300	4		
Md.28	15-46	Md.112 @ Darnestown to Md.124 @ Quince Orchard	2.50	30	201	5	Minor Resurfacing.	--	2700	--	83,000	16,600	--	99,600	5		
Md.28	15-47	Md.124 @ Quince Orchard 1mi.+W.of Interch.W.N. Pike	3.95	49	345	6	Resurface; Rehab. Shoulders.	1183	1850	3200	110,000	22,000	--	132,000	6		
Md.28	15-4	Md.586 in Rockville to Md.97 @ Norbeck	4.42	14	106	7	Widen and Resurface; Rehabilitate Shoulders; Modify Curves for 2.87 mi. Relocate 1.55 mi.	--	2900	5000	527,900	105,000	314,500	947,400	7	Traffic sections of old road to Co. when relocation is completed.	
Md.80	15-50	Frederick Co. Line to Md.27 @ Claggettville	1.46	45	340	8	Widen and Resurface; Rehabilitate shoulders.	--	1025	1800	98,300	19,700	56,800	174,800	8		
Md.82	15-51	Md.191 to Md.240	0.30	27	194	9	Resurface.	3908	5925	10,310	16,500	3,300	--	19,800	9		
Ext'd. Md.94	-	Md.108 @ Etchinson to Md.94 @ Howard Co. Line	1.60	58	401	10	Construct New Road.	--	--	--	232,000	46,500	12,800	291,300	10		
Md.107	15-53	Md.109 @ Poolesville to Md.28 @ Dowsonville	4.83	42	326	11	Widen & Resurface; Rehabilitate Shoulders; and Modify Curves for 3.83 mi. Construct New Road for 1.0 mi.	515	725	1300	504,200	100,800	52,600	657,600	11	Traffic sections of old road to Co. when relocation is completed.	
Md.108	15-5	Howard Co. Line to Md.650 @ Ashton	2.43	39	306	12	Widen & Resurface; Rehab.Shoulders; Modify Curves.	3787	1400	2000	215,500	43,100	29,000	287,600	12		
Md.108	15-17	Md.650 @ Ashton to Md.97 @ Olney	3.22	18	116	13	Widen & Resurface; Rehab. Shoulders;Modify Curves.	2945	2800	5000	274,500	55,000	190,400	519,900	13		
Md.108	15-56	Md.97 @ Olney to South Limits of Laytonsville	5.50	60	414	14	Widen & Resurface; Rehabilitate Shoulders.	--	1050	1800	468,000	93,600	108,300	669,900	14		
Md.108	15-55I	S.Limits of Laytonsville to Center of Urban Section	0.48	54	384	15	Widen and Resurface.	--	--	Assume 3000	120,600	24,100	53,400	198,100	15		
Md.109	15-55I	Center of Urban Sect. @ Laytonsville to Etchinson-Unity Road	2.99	43	328	16	Widen & Resurface; Rehab.Shoulders; Modify Curves.	993	875	1500	288,500	58,000	54,000	400,500	16		
Md.108	15-55II	Etchinson-Unity Rd. to Md.27 @ Damascus	4.48	31	213	17	Relocate 0.90 mi. South of Damascus. Widen & Resurface; Rehabilitate Shoulders; and Modify Curves for 3.58 mi.	--	--	Assume 3000	557,100	111,400	110,000	778,500	17	Transfer sections of old road to Co. when relocation is completed.	
Md.109	15-172	Md.355 @ Hyattstown to Md.95 @ Comus	3.41	53	380	18	Widen & Resurface; Rehab.Shoulders; Modify Curves.	--	--	--	343,400	68,700	57,000	469,100	18		
Md.109	15-57	Md.95 @ Comus to Barnesville	2.32	46	341	19	Widen & Resurface; Rehab.Shoulders; Widen Bridge.	--	--	--	230,700	47,500	61,200	339,400	19		
Md.109	15-57	Barnesville to Md.28 @ Beallsville	3.75	31	282	20	Widen & Resurface; Rehab.Shoulders; Modify Curves.	414	700	1200	478,100	95,600	126,500	700,200	20		
Md.109	15-58	Md.28 @ Beallsville to Md.107 @ Poolesville	2.42	62	428	21	Widen & Resurface; Rehab.Shoulders; Modify Curves.	--	625	1100	198,000	39,600	100,400	338,000	21		
Md.112	15-60I	Esworthy Rd. to Md.28 @ Darnestown	1.85	56	392	22	Widen & Resurface; Rehabilitate Shoulders.	270	350	600	138,700	27,800	52,200	218,700	22		
Md.112	15-60	Esworthy Rd. to River Road	1.00	57	393	23	Widen & Resurface; Rehabilitate Shoulders.	270	350	600	75,000	15,000	10,000	100,000	23		
Md.118	15-68	US 240 @ Germantown to Co. 259 @ Old Germantown	2.21	59	405	24	Widen & Resurface; Rehab.Shoulders; Modify Curves; New Bridge.	538	850	1500	224,700	44,900	36,500	306,100	24		
Md.118	15-69	Co.259 @ Old Germantown to Md.28 @ Brown's Corner	4.00	55	385	25	Widen & Resurface; Rehabilitate Shoulders; Repair Bridge.	538	850	1500	421,000	84,200	16,900	522,100	25		
Md.121	15-73	Md.28 @ Dowsonville North to End SRC Maint.-From end SRC Maint. to Md.121 @ Boyds	4.20	51	358	26	Construct New Road to 3.2 mi. Widen & Resurface; Rehabilitate Shoulders for 1.0 mi.	--	250	400	578,500	115,700	14,400	708,600	26		
Md.121	15-74	Md.117 @ Boyd's to Old Baltimore Rd. @ Wilber (Co.231)	2.31	50	357	27	Widen & Resurface; Rehab.Shoulders; Modify Curves.	--	--	--	193,500	38,700	36,800	269,000	27		
Md.121	15-75	Old Baltimore Rd. @ Wilber (Co.231) towards US 240	1.31	44	337	28	Widen & Resurface; Rehab.Shoulders; Modify Curves.	211	250	400	115,000	23,000	6,000	144,000	28		
Md.121	15-75	South of US 240 to Md.355 @ Clarksburg	0.90	66	586	29	Resurface; Rehabilitate Shoulders.	--	--	--	18,000	3,600	--	21,600	29		

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A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

MONTGOMERY COUNTY

2

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS	
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total			
							CONSTRUCTION NEEDS										
Md.122	15-77I	Md.27 @ Damascus to Md.123	0.90	41	317	1	Widen & Resurface; Rehabilitate Shoulders.	--	1300	2300	85,800	17,200	29,000	132,000	1		
Md.123	15-79	Frederick Co. Line to Co.11 @ Lewisdale	2.08	64	451	2	Widen & Resurface;Rehab.Shoulders; Modify Curves.	--	--	Assume 2000	172,400	34,500	4,300	211,200	2		
Md.123	15-78	Co.11 @ Lewisdale to Md.122 @ Damascus	3.00	48	344	3	Widen & Resurface; Rehab.Shoulders; Modify Curves.	--	--	Assume 2000	271,300	54,000	52,900	378,200	3		
Md.124	15-81II	Warfield Rd. to Md.115	2.65	52	374	4	Widen & Resurface; Rehabilitate Shoulders.	--	--	Assume 3000	213,000	42,500	36,800	292,300	4		
Md.124	15-82	Md.355 in Gaithersburg to N.E.Limits of Wash.Grove	1.96	67	594	5	Widen & Resurface; Rehabilitate Shoulders.	1404	2650	4600	158,600	31,700	154,900	345,200	5		
Md.124	15-82	N.E. Limits of Washington Grove to Md.115	1.00	13	104	6	Widen & Resurface; Rehabilitate Shoulders.	1404	2650	4600	65,000	13,000	29,200	107,200	6		
Md.124	15-84	Cloppers Rd. (Co.222) to Md.28 @ Quince Orchard	2.87	32	218	7	Widen & Resurface;Rehab.Shoulders; Modify Curves.	--	950	4600	272,300	54,500	32,800	359,600	7		
Md.182	15-85	Md.108 @ Sandy Spring to Md.97 @ Glenmont	6.72	16	113	8	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Widen 3 Bridges.	2358	2525	4400	754,700	150,900	214,300	1,119,900	8		
Md.183	15-86	Md.97 @ Glenmont to Md.650 @ Colesville	3.02	24	173	9	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Widen Bridge.	522	1700	3000	337,800	67,500	149,900	555,200	9		
Md.187	15-89	US 240 in Bethesda to Md.188	0.31	10	77	10	Resurface.	--	--	23,000	12,400	2,500	--	14,900	10		
Md.187	15-90	Washington Circumferential to Md.355 @ Randolph	2.85	1	45	11	Construct Urban Dual.	--	--	25,000	873,000	174,600	521,000	1,568,600	11		
Md.188	15-91	MacArthur Boulevard to Md.190 (River Road)	0.31	9	75	12	Widen & Resurface; Rehabilitate Shoulders.	1325	6400	8000	97,200	19,400	61,300	177,900	12		
Md.188	15-92	Md.190 (River Road) to Md.191 (Bradley Lane)	1.45	5	61	13	Widen & Resurface; Rehab.Shoulders; Modify Curves.	1834	5375	12,000	171,200	34,200	109,300	314,700	13		
Md.188	15-93	Md.191 (Bradley Lane) to Md.187 (Georgetown Road)	0.91	8	70	14	Widen & Resurface for 0.85 mi. Resurface for 0.06 mi.	1660	7450	10,000	89,000	17,800	--	106,800	14		
Md.189	15-94	Md.190 @ Potomac to Md.28 @ Rockville	5.74	20	121	15	Widen & Resurface; Rehab.Shoulders; Modify Curves.	--	2350	4000	613,500	122,800	268,500	1,004,800	15		
Md.190	15-98	Fenway Drive to Md.189 Falls Rd.	2.30	17	115	16	Widen & Resurface; Rehabilitate Shoulders.	--	2800	--	106,000	21,200	24,700	151,900	16		
Md.190	15-99	Md.189 @ Potomac to Oak Spring Lock	1.75	21	122	17	Widen & Resurface; Rehabilitate Shoulders.	--	--	--	135,000	27,000	29,200	191,200	17		
Md.190	15-99	Oak Spring Lock to Turkey Foot Rd.	3.40	63	432	18	Widen & Resurface; Rehabilitate Shoulders.	--	425	700	255,000	51,000	8,200	314,200	18		
Md.191	15-104	Goldsborough Lane to Md.188 (Wilson Lane)	1.27	11	78	19	Construct Urban Dual.	--	--	10,000	455,000	91,000	803,000	1,349,000	19		
Md.198	15-112	Md.650 @ Brown's Corner towards Md.196	0.95	15	111	20	Widen & Resurface; Rehabilitate Shoulders.	1050	2100	4000	115,500	23,100	9,400	148,000	20		
Md.198	15-112	0.95 miles East of Md.650 to US 29	2.60	26	189	21	Widen & Resurface; Rehab.Shoulders; Modify Curves.	933	2025	3500	197,500	39,500	83,100	320,100	21		
Md.198	15-113	US 29 to Prince George Co. Line	1.51	19	119	22	Widen & Resurface; Rehab.Shoulders; Modify Curves.	3779	2400	4200	136,300	27,300	26,600	190,200	22		
Md.320	15-130	Piney Bridge Road @ D.C. Line to Md.787 (Flower Ave.)	1.66	2	47	23	Widen and Resurface.	9944	25,025	43,544	361,600	72,300	614,100	1,048,000	23		
Md.320	15-115	Md.787 (Flower Ave.) to Md.193 (University Boulevard)	0.47	3	48	24	Construct Urban Dual for 0.35 mi. Normal Maintenance for 0.12 mi.	--	21,875	--	105,000	21,000	46,200	172,200	24		
Md.320	15-115	Md.193 (University Blvd.) to Prince George Co. Line	0.63	6	66	25	Construct Urban Dual.	--	10,525	--	206,700	41,400	235,500	483,600	25		
Md.355	15-41	Md.109 to Frederick Co. Line	0.42	40	314	26	Widen & Resurface; Rehabilitate Shoulders.	4792	1200	2000	27,300	5,500	--	32,800	26		
Md.355	15-26	Middle Brook Rd. to NW Limits of Gaithersburg	2.83	25	188	27	Resurface; Rehabilitate Shoulders.	--	2900	5000	85,000	17,000	--	102,000	27		
Md.355	15-26	N.W. Limits of Gaithersburg to Md.124	0.76	35	286	28	Resurface.	--	2900	5000	30,400	6,100	--	36,500	28		
Md.355	15-27	Peony Drive to Md.28 in Rockville	4.78	36	290	29	Widen & Resurface; Rehabilitate Shoulders.	9762	9400	16,000	535,600	107,000	--	642,600	29		
Md.396	15-120	D.C. Line to Md.614 (Goldsboro Road)	2.35	37	292	30	Construct Urban Dual.	2457	2700	4698	705,000	141,000	600,000	1,446,000	30		
Md.609	15-149	Md.97 @ Norbeck to Md.182 South of Norwood.	2.50	28	196	31	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; New Bridge.	348	1700	3000	260,500	52,100	33,400	346,000	31		

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A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

MONTGOMERY COUNTY

6

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total		
							RECOMMENDED FOR TRANSFER FROM STATE TO OTHER JURISDICTIONS									
Md.82	15-51	US 240 to Md.410	0.86			1	Normal Maintenance.	--	--	--	--	--	--	--	1	Transfer to County.
Md.95	15-52	Md.109 @ Camus to End SRC Maint.toward SugarLoaf Mt.	0.86			2	Normal Maintenance.	--	--	--	--	--	--	--	2	Transfer to Co.upon completion of Connecticut Ave. Extended as per SRC Min. 10/5/60.
Md.107	15-54	End SRC Maint.@ Martinsburg to Md.109 in Poolesville	3.25			3	Improve within existing R/W.	490	275	500	69,000	13,900	--	82,900	3	Trans.to Co.after improvements.
Md.112	15-60II	End SRC Maint. to River Road	0.86			4	Normal Maintenance.	270	350	600	--	--	--	--	4	Transfer to Co. upon completion of Connecticut Ave. Extended as per SRC Min. 10/5/60.
Md.114	15-61	Md.124 at Gaithersburg to End of SRC Maint.	1.01			5	Improve within existing R/W.	276	450	800	15,100	3,000	--	18,100	5	Transfer to Gaithersburg after improvements.
Md.117	15-66I	Md.121 @ Boyds to B & O R.R. @ Bucklodge	1.44			6	Improve within existing R/W.	--	625	1100	23,300	4,700	--	28,000	6	Trans. to Co. after improvements.
Md.117	15-66II	B & O R.R. @ Bucklodge to Md.28 @ Lees Corner	3.54			7	Improve within existing R/W.	--	300	500	72,000	14,400	--	86,400	7	Trans. to Co. after improvements.
Md.120	15-71I	Md.118 @ Germantown to New Spur Md.120	1.10			8	Normal Maintenance.	--	--	--	--	--	--	--	8	Transfer to County.
Md.120	15-71II	New Spur Md.120 to US 240	0.79			9	Normal Maintenance.	--	--	--	--	--	--	--	9	Transfer to County.
Md.120	15-71III	New Rd. Md.118 (0.4 mi. @ US 40) to Md.120	0.63			10	Normal Maintenance.	--	--	--	--	--	--	--	10	Transfer to County.
Md.121	15-76	Md.355 @ Clarksburg to End of SRC Maint.	1.79			11	Improve within existing R/W.	--	225	400	25,500	5,100	--	30,600	11	Trans. to Co. after improvements.
Md.122	15-77	End SRC Maint. @ Brownsville to Md.123	1.71			12	Normal Maintenance.	317	525	900	--	--	--	--	12	Transfer to Co. upon completion of Connecticut Ave. Extended as per SRC Min. 10/5/60.
Md.124	15-83I	E. of US 240 to Md.355	0.75			13	Improve within existing R/W.	--	--	--	8,000	1,600	--	9,600	13	Transfer to County and Gaithersburg after improvements.
Md.124	15-82	Md.355 in Gaithersburg to N.E. Limits of Wash.Grove	1.96			14	Widen & Resurface; Rehabilitate Shoulders.	1404	2650	4600	158,600	31,700	154,900	345,200	14	Transfer to town of Gaithersburg after improvements.
Md.124	15-83II	Md.117 to E. of US 240	0.59			15	Normal Maintenance.	848	1300	2300	---	--	--	--	15	Transfer to County.
Md.124	15-80	Md.108 to Warfield Road	7.48			16	Improve within existing R/W.	252	500	900	102,400	20,500	--	122,900	16	Trans. to Co. after improvements.
Md.184	15-87	Blair Rd. US 29 to D.C. Limits	0.36			17	Improve within existing R/W.	--	--	--	7,200	1,400	--	8,600	17	Trans. to Co. after improvements.
Md.184	15-87	Md.184 (Blair Rd.) to End SRC Maint. @ W. end of R.R. Overpass	0.02			18	Improve within existing R/W.	--	--	--	400	100	--	500	18	Trans. to Co. after improvements.
Md.186	15-88	D.C. Line @ Chevy Chase to Md.410	1.55			19	Improve within existing R/W.	3822	6000	10,400	100,500	20,100	--	120,600	19	Trans. to Co. after improvements.
Md.187	15-89	Md.188 in Bethesda to Washington Circumferential	2.35			20	Normal Maintenance.	16,351	21,350	37,149	--	--	--	--	20	Transfer to Co. after Wisconsin Ave. Improvement.
Md.189	15-95	MacArthur Blvd. @ Truxton to Md.190 @ Potomac	1.98			21	Improve within existing R/W.	--	575	1000	25,000	5,000	--	30,000	21	Trans. to Co. after improvements.
Md.191	15-100, 101 & 102	MacArthur Blvd. to Md.188	7.46			22	Improve within existing R/W.	--	--	4000 15,000	57,700	11,500	--	69,200	22	Trans. to Co. after improvements.
Md.191	15-104II	Md.240 to Md.193	0.73			23	Improve within existing R/W.	5618	12,400	8000	24,400	4,900	--	29,300	23	Trans. to Co. after improvements.
Md.192	15-105	Md.193 @ Kesington to St. Paul Street	0.26			24	Improve within existing R/W.	--	--	--	5,200	1,000	--	6,200	24	Trans. to Co. after improvements.
Md.192	15-105 15-106	St. Paul Street to Md.97 Georgia Ave.	2.20			25	Widen & Resurface; Rehabilitate Shoulders.	2104	4425	7699	110,000	22,000	32,000	164,000	25	Trans. to Co. after improvements.
Md.192	15-107	Md.97 Georgia Ave.to End SRC Maint.@ Sligo Crk. Pkwy.	0.64			26	Widen & Resurface; Rehabilitate Shoulders.	3098	5000	8700	28,800	5,800	9,300	43,900	26	Trans. to Co. after improvements.
Md.192	15-108	Dallas Ave. to US 29 South of Four Corners	0.41			27	Widen & Resurface; Rehabilitate Shoulders.	2520	4100	7134	18,500	3,700	6,000	28,200	27	Transfer to Co. after improvements
Md.195	15-110	D.C. Line to Md.787 in Takoma Park	1.18			28	Normal Maintenance.	14,119	20,050	43,848	--	--	--	--	28	

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

MONTGOMERY COUNTY

7

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS		
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total				
							RECOMMENDED FOR TRANSFER FROM STATE TO OTHER JURISDICTIONS											
Md.195	15-111	North Limits of Takoma Park to Md.193	0.55			1	Normal Maintenance.	--	2675	6395	--	--	--	--	1	Transfer to County.		
Md.196	15-23I	US 29 to Road End East of Md.650	1.33			2	Normal Maintenance.	--	7325	13,000	--	--	--	--	2	Transfer to County.		
Md.196	15-23II	US 29 to Md.198 @ Brownsville	4.11			3	Normal Maintenance.	--	--	--	--	--	--	--	3	Transfer to County.		
Md.339	15-114	US 29 in Silver Spring to Md.320 Piney Branch Rd.	0.93			4	Normal Maintenance.	6183	9400	16,356	--	--	--	--	4	Transfer to County.		
Md.355	15-41	Md.109 to Md.27 @ Henderson Corner	7.00			5	Improve within existing R/W.	4792	1200	2000	96,600	19,300	--	115,900	5	Trans. to Co. after improvements.		
Md.391	15-118	Md.192 @Forest Glen toMd.320 Piney Branch Road	3.27			6	Improve within existing R/W.	5629	10,450	18,183	166,800	33,400	--	200,200	6	Trans. to Co. after improvements.		
Md.396	15-120	MacArthur Blvd. to Md.614	0.38			7	Normal Maintenance.	--	--	--	--	--	--	--	7	Transfer to County.		
Md.399	15-121	Md.108 near Damascus Toward Howard Co. Line	1.54			8									8	Transfer to County as per SRC Min. 10/5/60		
Md.420	15-127	Md.124 to End SRC Maint. East of Md.108	2.75			9	Improve within existing R/W.	229	375	600	16,700	3,300	--	20,000	9	Trans. to Co. after improvements.		
Md.516	15-138	Md.193 to US 29 near Sligo Branch	0.90			10	Normal Maintenance.	--	--	--	--	--	--	--	10	Transfer to County.		
Md.547	15-139	Md.355 to Md.193 in Kensinton	1.81			11	Improve within existing R/W.	2415	3900	6786	127,000	25,400	--	152,400	11	Trans. to Co. after improvements.		
Md.557	15-140	Md.355 in Gaithersburg to Md.114 Goshen Rd.	0.42			12	Improve within existing R/W.	--	--	--	16,800	3,300	--	20,100	12	Transfer to Gaithersburg after improvements.		
Md.582	15-141	Brookeville Rd. (Co.63) to Greggs Rd. (Co.58)	1.79			13									13	Transfer to County as per SRC Min. 10/5/60.		
Md.593	15-143	Sligo Creek Pkwy. thru Argyle Park to End SRC Maint.	0.86			14	Normal Maintenance.	--	--	--	--	--	--	--	14	Transfer to County.		
Md.605	15-148	Balto. Ave. @ D.C. Line to End SRC Maint. @ Albany Ave.	0.28			15	Normal Maintenance.	--	--	--	--	--	--	--	15	Transfer to Takoma Park.		
Md.614	15-150	Md.396 Mass. Ave. to Md.190 River Road	0.71			16	Rehabilitate Shoulders.	--	--	--	2,500	500	--	3,000	16	Trans. to Co. after improvements.		
Md.650	15-63	Md.108 @ Ashton to End SRC Maint. @ Brighton	3.39			17	Improve within existing R/W.	1036	1025	1800	22,600	4,500	--	27,100	17	Trans. to Co. after improvements.		
Md.660	15-153	Md.355 to Md.28 in Rockville	0.04			18	Normal Maintenance.	--	--	--	--	--	--	--	18	Transfer to County.		
Md.666	15-156	Md.193 to No. Corp. Limits of Kensington	0.18			19	Normal Maintenance.	--	--	--	--	--	--	--	19	Transfer to County.		
Md.684	15-158	D.C. Line to Md.186 @ Chevy Chase	0.18			20	Improve within existing R/W.	2053	2150	3741	5,400	1,100	--	6,500	20	Trans. to Co. after improvements.		
Md.766	15-161	Prince George Co. Line to Md.650 @ Oak View	0.66			21	Improve within existing R/W.	--	--	--	19,800	4,000	--	23,800	21	Trans. to Co. after improvements.		
Md.787	15-109	Md.516 Franklin Ave. to Md.195 in Takoma Park	0.89			22	Improve within existing R/W.	--	13,125	22,838	65,800	18,100	--	83,900	22	Transfer to County and Takoma Park after improvements.		
Md.808	15-171	Md.27 to Md.27	1.06			23	Normal Maintenance.	--	--	--	--	--	--	--	23	Transfer to County.		
Md.862	15-162	Md.121 @ Md.355 to Road End, West of Md.355	0.39			24	Normal Maintenance.	--	--	--	--	--	--	--	24	Transfer to County.		
Md.895	15-9	Md.650 @ White Oak to US 24	0.78			25	Normal Maintenance.	--	--	--	--	--	--	--	25	Transfer to County.		
Md.897	15-179	Section of Road No. side of US29 From Md.650 toEnd	-			26	Normal Maintenance.	--	--	--	--	--	--	--	26	Transfer to County.		
						27									27			
		Total	84.75			28	Totals				\$1,391,600	\$283,300	\$202,200	\$1,877,100	28			



A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

PRINCE GEORGE'S COUNTY

1

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS		
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total				
							CONSTRUCTION NEEDS											
US 50	16-271 16-26	Md.202 to Md.564	4.05	11	65	1	Reconstruct as Modified Urban Dual Highway.	--	--	*13000	1,420,000	284,400	540,000	2,244,400	1			
Md.197	16-43	Md.602 to Md.564	8.30	20	98	2	Relocation 0.2 mi. Widen & Resurface; Rehabilitate shoulders. Modify Curves 8.1 mi.	1647	3475	5000	787,000	157,400	101,400	1,045,800	2	Maintain Ex. R/W thru Bowie.		
Md.197	16-44	Md.564 to Md.450	3.48	21	99	3	Widen & Resurface; Rehab.Shoulders; Modify Curves.	1605	2825	5000	337,000	67,400	10,200	414,600	3			
Md.197	16-115	Md.450 to US 301	3.10	29	140	4	Reconstruction.	--	572	1000	415,000	83,000	21,000	519,000	4	0.5 mile Normal Maintenance.		
Md.198	16-45	Montgomery Co. Line to Haines Road in Laurel	3.23	17	87	5	Widen & resurface 2.9 mi. Rehabilitate Shoulders. Resurface 0.33 mi.	4316	4100	7000	255,300	51,100	54,700	361,100	5			
Md.206 (38 St.)	16-55	US 1 (Rhode Is.Ave.) East 0.11 mi.	0.11	32	166	6	Widen and Resurface.	--	9016	10000	14,000	2,800	--	16,800	6			
Md.208 (38 St.)	16-57	US 1 (Rhode Is.Ave.) to Md.208 (Hamilton Street)	1.02	40	324	7	Resurface 0.4 mi. Widen 0.62 mi. Reconstruct bridge.	--	--	*6000	104,000	20,800	9,900	134,700	7			
Md.208	16-84	Md.208 (38 St.) to Md.500 (Queens Chapel Rd.)	0.45	6	55	8	Resurface 0.1 mi. Widen 0.35 mi.	9972	15750	27405	82,500	16,500	33,400	132,400	8			
Md.211	16-58	Md.212 to D.C. Line	1.13	27	129	9	Reconstruction.	--	--	*4000	510,000	102,000	75,000	687,000	9			
Md.212	16-60I	D.C. Line @ Chillum to Md.193	2.11	1	2	10	Reconstruction.	--	--	*6000 *13000	1,302,000	260,000	333,000	1,895,000	10	Transfer sections of old road to County.		
Md.212	16-60I	Md.193 to N.W. Branch	0.80	7	56	11	Relocation; Construct New Bridge.	--	--	*16000	444,000	88,800	188,000	720,800	11	Transfer sections of old road to County.		
Md.212	16-60I	N.W. Branch to Adelphia Rd.	0.83	8	57	12	Reconstruction.	--	--	*10000	414,000	82,800	126,500	623,300	12	Transfer sections of old road to County.		
Md.212	16-60II	Adelphia Rd. to Prop. Beltway	1.00	19	94	13	Reconstruction.	--	--	*6000	500,000	100,000	115,500	715,500	13	Use dual for continuity of section over short distance.		
Md.212	16-60III	Prop. Balto.-Wash Expw. to Emack Rd.	0.85	15	73	14	Widen & Resurface; Rehab.Shoulders; Modify Curves.	--	3700	6438	82,200	16,400	43,500	142,100	14			
Md.212	16-60IV	Emack Rd. to US 1	0.99	18	89	15	Widen & Resurface; Rehab.Shoulders; Modify Curves.	--	3700	6438	119,300	23,900	71,900	215,100	15			
Md.214	16-62	D.C. Line (E.Capitol St.Ext.) to Addison Road	1.02	2	11	16	Relocation.	--	--	*18000	700,000	140,000	675,000	1,515,000	16			
Md.214	16-63	Addison Rd. to Md.202	3.79	3	49	17	Relocation and Reconstruction.	-- 4016	-- 2925	*26000 21500	1,439,000	287,800	148,400	1,875,200	17			
Md.214	16-64	Md.202 to 1.42 mi. west of US 301	4.90	4	53	18	Relocation and Reconstruction.	3088	2875	10250	2,330,000	466,000	52,100	2,848,100	18			
Md.214	16-65	0.49 mi. East of US 301 to Anne Arundel Co. Line	2.10	42	558	19	Resurface; Rehabilitate Shoulders;	3140	3125	5000	52,500	10,500	--	63,000	19			
Md.223	16-117II	Md.4 to Dower House Rd.	1.40	30	143	20	Widen & Resurface;Rehab.Shoulders;Modify Curves.	--	2000	3480	143,500	28,700	7,200	179,400	20			
Md.223	16-117I	Dower House Rd. to Md.381	4.20	24	107	21	Widen & Resurface;Rehab.Shoulders;Modify Curves.	--	2000	3480	434,800	97,000	54,000	585,800	21			
Md.223	16-69	Md.381 twds. Piscataway	4.91	26	123	22	Widen & Resurface;Rehab.Shoulders;Modify Curves.	869	1800	3132	428,500	85,700	100,900	615,100	22			
Md.223	16-69	4.91 mi. south of Md.381 @ Clinton to Md.210 (Indianhead Rd.)	2.50	31	156	23	Widen & Resurface; Rehabilitate Shoulders; Modify Curves. Relocate 1.5 mi.	457	525	900	337,500	67,500	22,500	427,500	23			
Md.320	16-75	Montgomery Co. Line to Md.650 (New Hampshire Ave.)	0.14	12	67	24	Rechannelize intersection.	2371	10846	22000	50,000	14,000	2,400	62,400	24			
Md.373	16-72	Md.210 to Livingston Rd. in Bealle	0.86	38	265	25	Widen & Resurface;Rehab.Shoulders;Modify Curves.	--	1100	1900	74,000	14,800	21,200	110,000	25			
Md.373	16-119I	Livingston Rd. to Damsfield Rd.	4.55	37	219	26	Reconstruct 2.95 mi.; Widen & resurface 1.60 mi.; Rehabilitate Shoulders.	--	600	1000	569,000	113,800	64,800	747,600	26	Transfer sections of old road to County.		
Md.373	16-119II	Damsfield Rd. to Md.381 @ T.B.	2.85	34	180	27	Reconstruct 1.2 mi.; Widen & resurface 1.65 mi.; Rehabilitate Shoulders.	--	600	1000	279,000	45,800	13,400	338,200	27			
Md.381	16-78II	Eagle Harbor Rd. to Horsehead Rd.	5.97	41	417	28	Widen & Resurface;Rehab.Shoulders;Modify Curves.	614	500	900	553,500	110,700	76,200	740,400	28			
Md.381	16-77	Horsehead Rd. to Md.5 @ T.B.	7.32	25	117	29	Widen & Resurface;Rehab.Shoulders;Modify Curves.	1178	1875	4000	530,800	106,200	121,100	758,100	29			
Md.382	16-79	US 301 to Rock Creek Bridge	9.60	23	103	30	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Relocation at Croom	1123	2000	4000	1,115,000	223,000	172,900	1,510,900	30			
Md.382	16-115	Rock Creek Bridge to Charles Co. Line	6.37	35	211	31	Widen & Resurface; Rehabilitate Shoulders; Modify Curves; Reconstruct 0.5 mi.	--	400	700	505,000	101,000	19,900	625,900	31			

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A close-up, horizontal view of the spiral binding of a notebook. The image shows a series of metal rings connected by a wire, forming a spiral that holds the pages together. The pages are visible as thin, light-colored strips between the rings. The binding is set against a dark, textured background.

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Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS		
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total				
							CONSTRUCTION NEEDS											
Md.8	17-23	Old Matapeake Ferry Rd. to End SRC Maint. at Md.759-C.	2.08	19	444	1	Resurface; Rehabilitate Shoulders.	2392	750	1300	56,200	11,200	22,000	69,400	1			
Md.18A	17-19	End SRC Maint. at Love Point to Love Point Rd. & Price Rd. in Stevensville.	3.79	12	387	2	Widen & Resurface; Rehabilitate Shoulders.	1348	600	1000	203,100	40,600	29,900	273,600	2			
Md.19	17-20	US 213 @ Churchhill to Md.405	1.00	2	190	3	Resurface; Modify curve.	--	1300	2300	62,000	12,400	1,800	76,200	3			
Md.290	17-24	Thru Crumpton	0.50	22	465	4	Widen and Resurface; Rehabilitate Shoulders.	945	825	1500	35,000	7,000	--	42,000	4			
Md.302	17-25	Md.313 in Barclay W. Towards Stevens Corner	1.86	25	513	5	Widen and Resurface; Rehabilitate Shoulders.	1020	500	900	93,000	18,600	--	111,600	5			
Md.302	17-26	Md.313 in Barclay to Caroline County Line	4.30	10	367	6	Widen and Resurface; Rehabilitate Shoulders.	179	600	1000	253,500	50,700	18,000	322,200	6			
Md.304	17-29	South East Limits of Centreville to US 301	1.72	27	560	7	Resurface; Rehabilitate Shoulders.	278	450	800	48,200	9,600	11,800	69,600	7			
Md.304	17-29	US 301 to Ruthsburg Md.481	4.34	26	533	8	Resurface, Rehabilitate Shoulders.	--	325	600	86,800	17,400	--	104,200	8			
Md.305	17-30	US 213 to East Limits of Centreville	0.41	15	411	9	Widen and Resurface; Rehabilitate Shoulders.	398	500	900	32,800	6,600	19,300	58,700	9			
Md.305	17-30	East Limits of Centreville to US 301	2.56	9	365	10	Widen and Resurface; Rehabilitate Shoulders.	398	500	900	205,000	41,000	14,700	260,700	10			
Md.309	17-27	US 213 towards Starr (End SRC Maint.)	1.56	4	243	11	Widen & Resurface;Modify Curves;Rehab. Shoulders.	216	400	700	93,000	18,600	8,000	119,600	11			
Md.309	17-28	Beg. SRC Maint. at Starr to 2.36 mi. southeasterly of Starr.	2.36	14	395	12	Resurface; Rehabilitate Shoulders.	--	--	--	94,400	18,900	--	113,300	12			
Md.309	17-28	2.36 mi. southeasterly of Starr to Md.481	0.74	18	427	13	Widen and Resurface; Rehabilitate Shoulders.	--	--	--	37,000	7,400	4,000	48,400	13			
Md.309	17-28	Md.481 to Md.404	1.78	13	388	14	Resurface; Rehabilitate Shoulders.	438	607	1000	89,000	17,800	22,000	128,800	14			
Md.313	17-10	2.31 mi. South of Kent Co.Line to Chester River Bdg.	2.22	21	458	15	Resurface; Rehabilitate Shoulders.	481	575	1000	66,600	13,300	32,600	112,500	15			
Md.405	17-32	Md.19 to 1.5 mi. South of Roe	7.25	17	425	16	Widen & Resurface;Modify Curve;Rehab. Shoulders.	--	675	1200	497,000	99,400	32,000	628,400	16			
Md.405	17-32	1.5 mi. S. of Roe to Caroline Co. Line	2.34	24	474	17	Resurface; Rehabilitate Shoulders.	163	175	300	58,500	11,700	16,000	86,200	17			
Md.456A	17-33	Md.18-C in Queenstown to US 50	1.22	16	424	18	Resurface; Rehabilitate Shoulders.	284	1000	1800	41,100	8,200	3,000	52,300	18			
Md.544	17-35	US 213 to McGinnes	4.75	1	17	19	Reconstruct; Replace Bridge.	--	800	1300	530,000	106,000	--	636,000	19			
Md.544	17-35	McGinnes to Md.290	2.29	3	241	20	Reconstruct; Replace Culvert.	620	800	--	251,000	50,200	33,400	334,600	20			
Md.544	17-36	Md.290 to Md.313	2.51	6	283	21	Widen & Resurface;Modify Curves;Rehab. Shoulders.	--	500	900	220,000	44,000	12,500	276,500	21			
Md.662	17-38	US 50 to Md.404 at Wye Mills	0.82	8	327	22	Resurface & Rehabilitate Shoulders.	--	300	500	16,400	3,300	--	19,700	22			
Batts Neck Rd.Conn.		Batts Neck Rd. to Md.8	0.07	5	264	23	Construct New Road.	--	--	--	7,000	1,400	1,000	9,400	23			
						24									24			
		Total	52.47			25	Totals				\$3,076,600	\$615,300	\$282,000	\$3,973,900	25			

2

[illegible]

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[illegible]

4

A close-up, horizontal view of the spiral binding of a notebook. The image shows a series of metal rings connected by a central wire, creating a continuous spiral. The rings are dark and have a slightly reflective surface. The background is a light, neutral color, and the overall composition is simple and repetitive.

1

[illegible]

A close-up, horizontal view of the spiral binding of a notebook. The image shows a series of metal rings that form a continuous spiral, holding the pages together. The pages are white and appear slightly aged or off-white. The binding is centered in the frame, and the perspective is from the side, looking down the length of the spiral. The lighting is even, highlighting the metallic texture of the rings and the smooth surface of the paper.

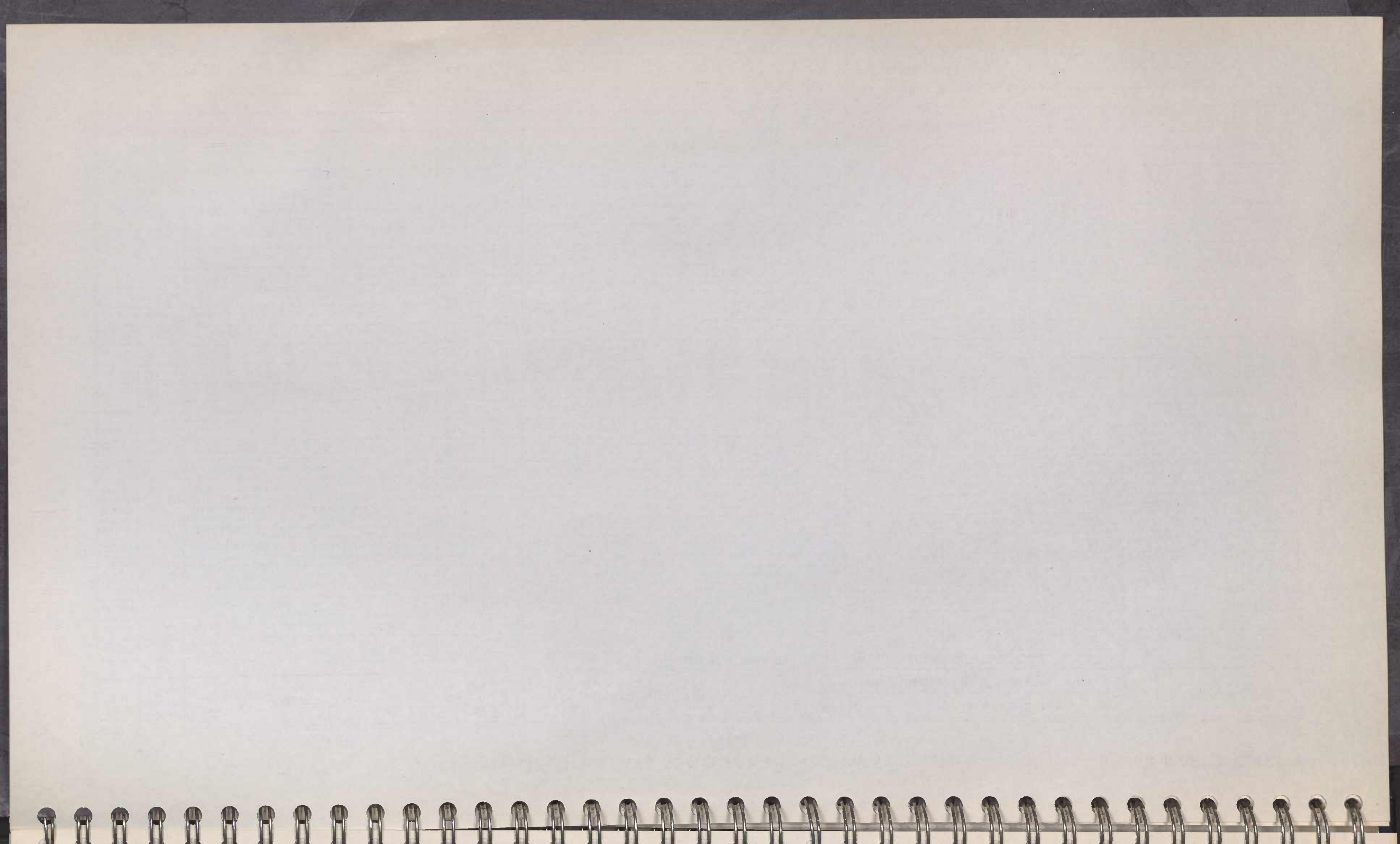
3

SOMERSET COUNTY

SOMERSET COUNTY

1

SOMERSET COUNTY



3

TALBOT COUNTY

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

SOMERSET COUNTY

2

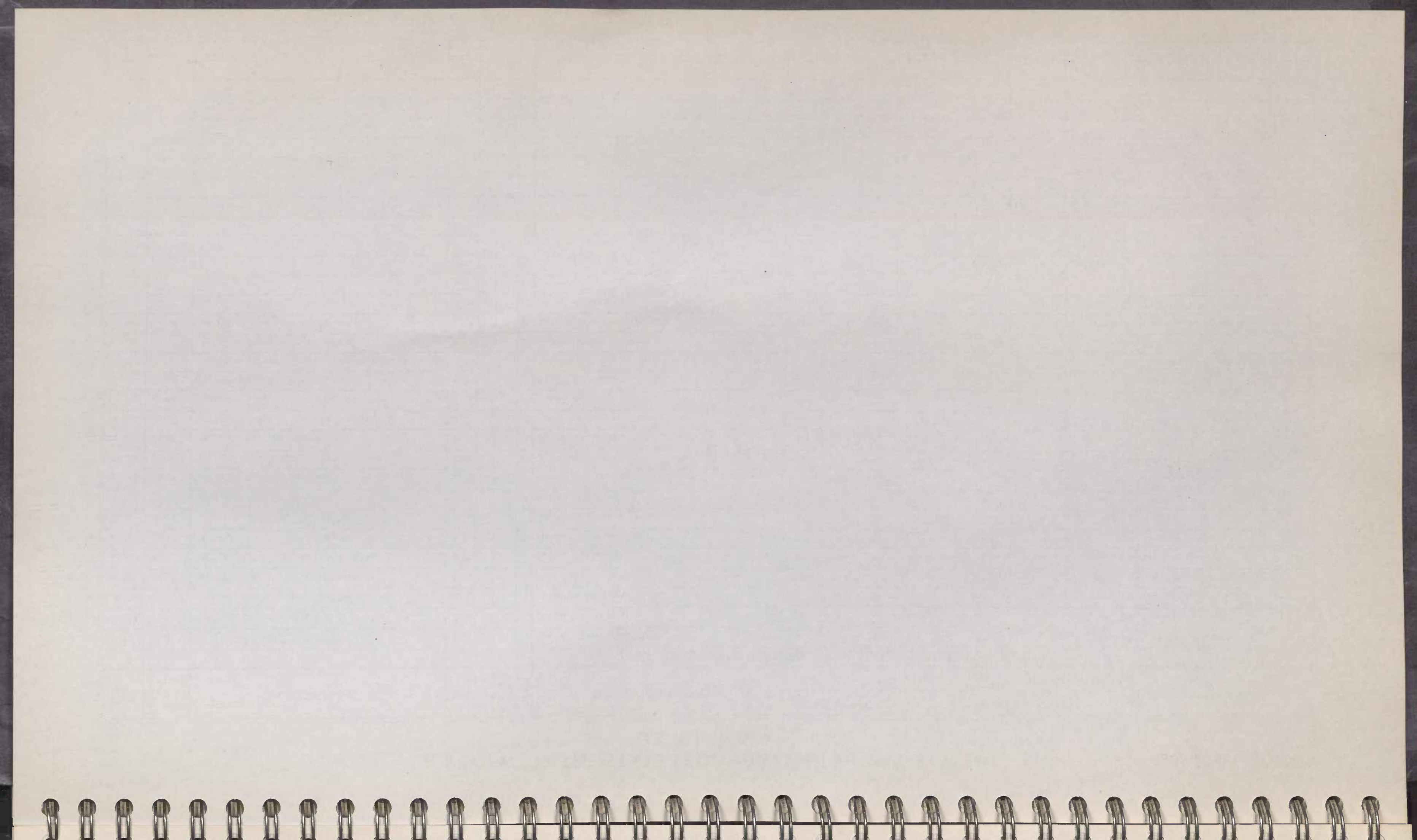
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A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

TALBOT COUNTY

1

[illegible]



A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

TALBOT COUNTY

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TALBOT COUNTY

3

WASHINGTON COUNTY

4

A REVIEW OF THE STATE SECONDARY HIGHWAY SYSTEM AS OF 1-1-61

WASHINGTON COUNTY

1

Route No.	Control Section No.	LOCATION	Miles	Co. Rank	State Wide Rank	Line No.	DESCRIPTION OF WORK	TRAFFIC			ESTIMATED COST				Line No.	REMARKS	
								1950	1959	1975	Constr.	Admin. and Engr.	Right of Way	Total			
							CONSTRUCTION NEEDS										
Md.44	21-28	Md.56 to end SRC Maintenance	0.63	18	521	1	Minor Resurfacing.	--	--	--	10,000	2,000	--	12,000	1		
Md.56	21-29	US 40 at Indian Springs to Md.44	2.79	14	489	2	Widen & Resurface; Rehabilitate Shoulders.	225	275	500	204,000	41,000	--	245,000	2		
Md.57	21-30	US 40 at St.Pauls Church to Penn. State Line	4.94	10	312	3	Widen & Resurface;Modify Curves;Rehab. Shoulders.	250	425	700	469,000	94,000	58,000	621,000	3		
Md.58	21-31	Md.63 @ Cearfoss to Corp. Limits of Hagerstown	3.50	23	577	4	Resurface.	2241	5025	8700	105,000	21,000	--	126,000	4		
Md.62	21-33	Md.64 at Chewsville to Md.60 at Leitersburg	4.24	11	331	5	Widen & Resurface;Modify Curves;Rehab. Shoulders.	210	550	950	378,000	76,000	44,500	498,500	5		
Md.63	21-63	Penn. St. Line to Md.58 at Cearfoss	1.58	7	221	6	Widen & Resurface;Modify Curves;Rehab. Shoulders.	143	1450	2500	169,000	34,000	9,000	212,000	6		
Md.63	21-80	Md.58 at Cearfoss to 0.8 mi. north of US 40	2.8	3	108	7	Widen & Resurface;Modify Curves;Rehab. Shoulders.	1176	2125	8700	305,000	61,000	38,000	404,000	7		
Md.65	21-37	South Corp. Limit of Hagerstown to Md.68 @ Lappans	5.01	22	571	8	Resurface.	1993	3525	6100	151,000	30,000	--	181,000	8		
Md.65	21-38	Md.68 at Lappans to Md.34 at Sharpsburg	6.73	20	540	9	Resurface.	1930	3250	5700	202,000	41,000	--	243,000	9		
Md.66	21-39	Md.64 at Cavetown to US 40	6.14	13	418	10	Widen & Resurface; Rehabilitate Shoulders.	560	1000	1800	553,000	111,000	133,900	797,900	10		
Md.66	21-40	US 40 to Alt. US 40 at Boonsboro	4.30	6	160	11	Widen & Resurface;Modify Curves;Rehab. Shoulders.	924	1700	3000	525,000	105,000	166,700	796,700	11		
Md.66	21-77	Md.64 N. of Smithsburg to Md.64 at Cavetown.	2.50	17	520	12	Resurface.	--	--	--	75,000	15,000	--	90,000	12		
Md.67	21-41	0.5 mi. S. of Gapland to US 340 at Weverton	5.46	4	142	13	Reconstruction & Relocation.	94	1275	2000	1,134,000	228,000	100,000	1,462,000	13	Transfer portions of old rd. to County after relocation.	
Md.68	21-42	Alt. US 40 north of Boonsboro to end of SRC Maintenance in Williamsport (Md.63)	10.56	8	233	14	Widen & Resurface;Modify Curves;Rehab. Shoulders.	492	750	1300	1,326,000	265,000	145,000	1,736,000	14		
Md.68	21-65	No. Corp. limits of Williamsport to Corp. limits of Clear Spring	7.14	2	21	15	Widen & Resurface;Modify Curves;Rehab. Shoulders.	--	600	1000	797,000	159,000	79,500	1,035,500	15		
Md.81	21-44	Frederick Co. line to End SRC Maint. at Pen Mar	2.00	19	537	16	Resurface.	384	1325	2300	60,000	12,000	--	72,000	16		
Md.418	21-74	Md.60 at Leitersburg to Md.64 at Ringgold	2.85	26	590	17	Resurface.	--	--	--	86,000	17,000	--	103,000	17		
Md.418	21-75	Md.64 at Ringgold to Penna. State Line	1.85	25	585	18	Resurface.	--	1550	2700	56,000	11,000	--	67,000	18		
Md.491	21-66	Frederick County line to Ritchie Road (Co.145)	2.53	24	581	19	Resurface.	--	--	--	76,000	15,000	--	91,000	19		
Md.491 Ext.	-	Ritchie Rd. (Co.145) to Md.64 at Smithsburg	2.6	1	5	20	Construct new road.	--	--	--	455,000	91,000	130,000	676,000	20		
Md.494	21-50	Md.57 to Md.63 at Cearfoss	6.05	12	366	21	Widen & Resurface;Modify Curves;Rehab. Shoulders.	375	475	800	519,000	103,000	236,000	858,000	21		
Md.615	21-52	US 40 E. of Hancock to Penna. State Line.	2.50	9	256	22	Widen & Resurface; Rehabilitate Shoulders.	141	250	450	246,000	49,000	25,600	320,600	22	Mileage reduced due to relocation of US 40.	
East-West Highway		Frederick County line to Md.66	4.2	15	505	23	Construct new road.	--	--	--	950,000	190,000	63,000	1,203,000	23		
East-West Highway		Md.66 to Interstate I-70	4.1	16	506	24	Construct New Road.	--	--	--	1,052,000	210,000	62,000	1,324,000	24		
Md.735	21-61	Two old sections in Hancock (Hook Mill Rd. & High Street)	0.18	21	563	25	Resurface.	--	--	--	6,000	1,000	--	7,000	25		
						26									26		
		Total	97.18			27	Totals				\$9,909,000	\$1,982,000	\$1,291,200	\$13,182,200	27		

2

A close-up, horizontal view of the spiral binding of a notebook. The image shows a series of metal rings connected by a central wire, creating a continuous spiral. The rings are dark and have a slightly reflective surface. The background is a light, neutral color, and the overall composition is a repeating pattern of the binding structure.

WASHINGTON COUNTY

3

WICOMICO COUNTY

4

1

WICOMICO COUNTY

3

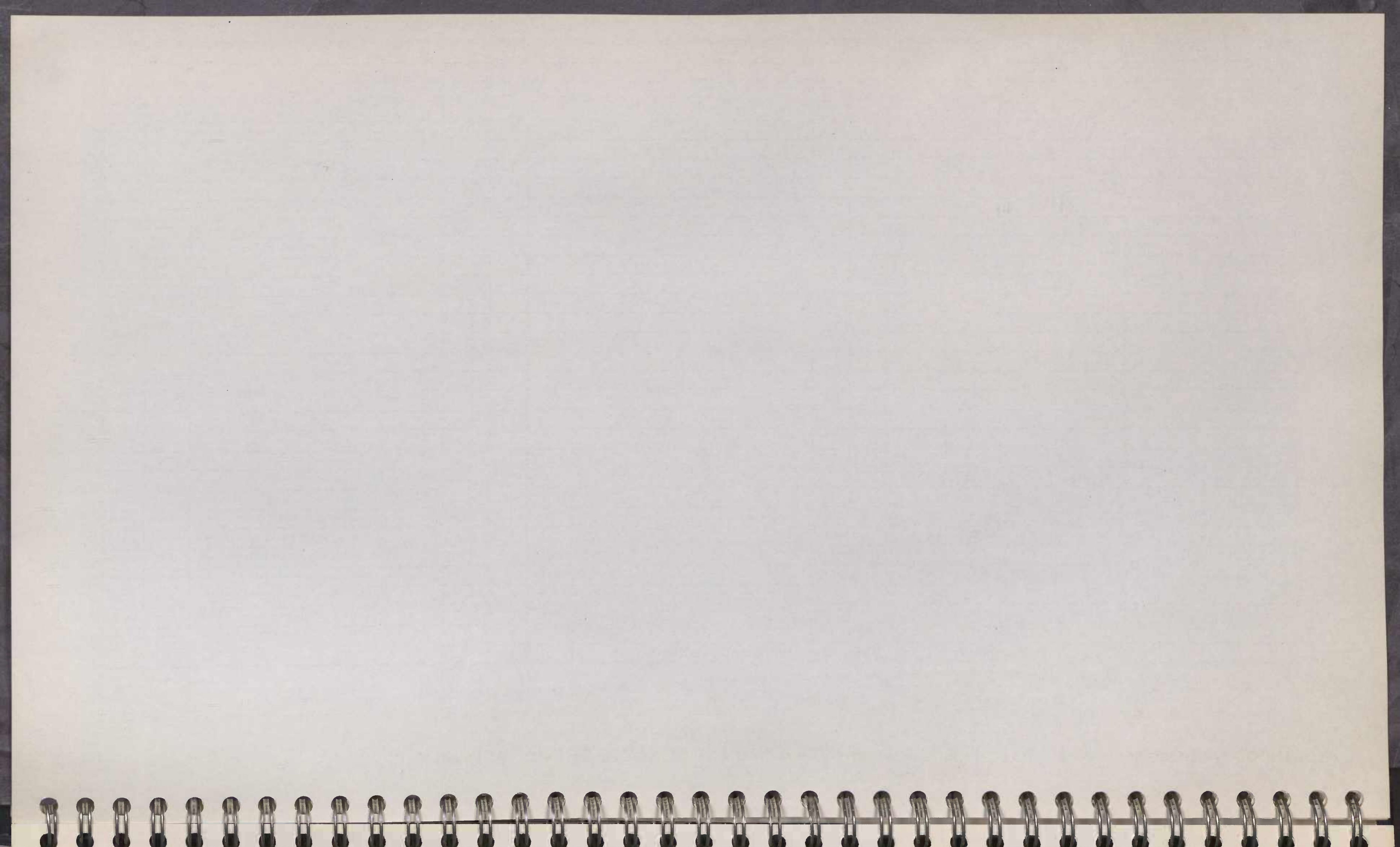
WORCESTER COUNTY

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WORCESTER COUNTY



WORCESTER COUNTY
2

[illegible]

WORCESTER COUNTY
3

[illegible]

4

A close-up, horizontal view of the spiral binding of a notebook. The image shows a series of metal coils that hold the pages together. The coils are dark and appear to be made of a sturdy material. The notebook's cover is visible at the top and bottom edges, showing a dark, textured material. The overall image is in black and white, emphasizing the metallic and dark tones of the binding and cover.